

## Meeting Agenda

### Joint MTC ABAG Legislation Committee

*Jesse Arreguin, Chair      Sam Liccardo, Vice Chair*

#### *Members*

*Eddie Ahn, David Canepa, Damon Connolly,  
Carol Dutra-Vernaci, Pat Eklund, Victoria Fleming,  
Barbara Halliday, Dave Hudson, Gordon Mar,  
Karen Mitchoff, Alfredo Pedroza, David Rabbitt,  
Belia Ramos, Libby Schaaf, and Jim Spering*

#### *Non-Voting Members*

*Dorene M. Giacomini and Vacant*

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Friday, June 11, 2021

9:45 AM

Board Room - 1st Floor (REMOTE)

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In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for Committee members who will participate in the meeting from individual remote locations.

A Zoom panelist link for meeting participants will be sent separately to Committee members.

The meeting webcast will be available at <http://mtc.ca.gov/whats-happening/meetings>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Committee Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial \*9. When called upon, unmute yourself or dial \*6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/87427874017>

iPhone One-Tap: US: +16699006833,,87427874017# or +14086380968,,87427874017#

Join by Telephone US: 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 874 2787 4017

International numbers available: <https://bayareametro.zoom.us/u/kef7e5qpa0>

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at [info@bayareametro.gov](mailto:info@bayareametro.gov) by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

## 1 Roll Call / Confirm Quorum

*Quorum: A quorum of this body shall be a majority of its regular voting members (9).*

## 2. Consent Calendar

- 2a. [21-0785](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the May 14, 2021 Meeting

Action: Committee Approval

Attachments: [2a\\_Joint LEGIS\\_Minutes\\_May 14 2021.pdf](#)

- 2b. [21-0786](#) Legislative History

Detailed list of bills the ABAG and MTC are tracking in Sacramento, including those ABAG or MTC supports or opposes.

Action: Information

Presenter: Rebecca Long

Attachments: [2b\\_June Legislative History\\_With 2 Year Bills.pdf](#)

## 3. State Legislation

- 3a. [21-0845](#) Fiscal Year (FY) 2021-2022 State Budget Update

Update on FY 2021-2022 State Budget with a focus on transportation, housing and climate adaptation funding.

Action: Information

Presenter: Rebecca Long

Attachments: [3a\\_State Budget Update.pdf](#)

## 4. Federal Legislation

- 4a. [21-0847](#) Update on Surface Transportation Reauthorization

Status update regarding the reauthorization of the federal surface transportation law, including an overview of the five-year bill passed by the Senate Environment and Public Works Committee.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [4a\\_Update on Surface Transportation Reauthorization.pdf](#)

**4b.     [21-0848](#)           Update on Federal Housing Advocacy Strategy**

Update on federal housing advocacy strategy, including support for housing production proposal that could unlock near term financing for tens of thousands of affordable housing units in California.

**Action:**               Information

**Presenter:**         Georgia Gann Dohrmann

**Attachments:**      [4b Update on Federal Housing Advocacy Strategy.pdf](#)

**4c.     [21-0787](#)           Washington D.C. Legislative Update**

Report on key legislative, funding and political developments over the past month from Washington, D.C. prepared by the Summit Strategies team.

**Action:**               Information

**Presenter:**         Georgia Gann Dohrmann

**Attachments:**      [4c MTC Report May Summit.pdf](#)

**5. Public Comment / Other Business**

*Committee Members and members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial \*9. When called upon, unmute yourself or dial \*6.*

**6. Adjournment / Next Meeting**

**The next meeting of the Joint MTC ABAG Legislation Committee will be Friday, July 9, 2021 at 9:45 a.m. remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.**

**Public Comment:** The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

**Meeting Conduct:** If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

**Record of Meeting:** Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site ([mtc.ca.gov](http://mtc.ca.gov)) for public review for at least one year.

**Accessibility and Title VI:** MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

**可及性和法令第六章:** MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者, 請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知, 以滿足您的要求。

**Acceso y el Titulo VI:** La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0785      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Consent  
**File created:** 5/7/2021      **In control:** Joint MTC ABAG Legislation Committee  
**On agenda:** 6/11/2021      **Final action:**  
**Title:** Approval of Joint MTC ABAG Legislation Committee Minutes of the May 14, 2021 Meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [2a\\_Joint LEGIS\\_Minutes\\_May 14 2021.pdf](#)

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
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### Subject:

Approval of Joint MTC ABAG Legislation Committee Minutes of the May 14, 2021 Meeting

### Recommended Action:

Committee Approval

### Attachments:

## Meeting Minutes - Draft

### Joint MTC ABAG Legislation Committee

*Jesse Arreguin, Chair      Sam Liccardo, Vice Chair*

#### *Members*

*Eddie Ahn, David Canepa, Damon Connolly,  
Carol Dutra-Vernaci, Pat Eklund, Victoria Fleming,  
Barbara Halliday, Dave Hudson, Gordon Mar,  
Karen Mitchoff, Alfredo Pedroza, David Rabbitt,  
Belia Ramos, Libby Schaaf, and Jim Spering*

#### *Non-Voting Members*

*Dorene M. Giacopini and Vacant*

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Friday, May 14, 2021

9:45 AM

Board Room - 1st Floor (REMOTE)

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#### 1. Roll Call / Confirm Quorum

**Present:** 15 - Vice Chair Liccardo, Committee Member Hudson, Chair Arreguin, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Mitchoff, Committee Member Ramos, Committee Member Canepa, Committee Member Dutra-Vernaci, Committee Member Schaaf and Committee Member Fleming

**Absent:** 2 - Committee Member Mar and Committee Member Rabbitt

Non-Voting Member Present: Commissioner Giacopini

Ex Officio Voting Members Present: Commission Vice Chair Josefowitz

Ad Hoc Non-Voting Member Present: Commissioner Worth

## 2. Consent Calendar

Upon the motion by Committee Member Hudson and second by Vice Chair Liccardo, the Consent Calendar was unanimously approved. The motion carried by the following vote:

**Aye:** 15 - Vice Chair Liccardo, Committee Member Hudson, Chair Arreguin, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Spering, Committee Member Ahn, Committee Member Pedroza, Committee Member Mitchoff, Committee Member Ramos, Committee Member Canepa, Committee Member Dutra-Vernaci, Committee Member Schaaf and Committee Member Fleming

**Absent:** 2 - Committee Member Mar and Committee Member Rabbitt

- 2a.**     [21-0628](#)     Approval of Joint MTC ABAG Legislation Committee Minutes of the April 9, 2021 Meeting

**Action:** Committee Approval

**Attachments:** [2a Joint LEGIS Minutes Apr 9 2021.pdf](#)

- 2b.**     [21-0629](#)     Legislative History

Detailed list of bills the ABAG and MTC are tracking in Sacramento, including those ABAG or MTC supports or opposes.

**Action:** Information

**Presenter:** Rebecca Long

**Attachments:** [2b Handout May Leg History.pdf](#)

- 2c.**     [21-0649](#)     Upcoming Recruitment for Policy Advisory Council

**Action:** Information

**Presenter:** Ky-Nam Miller

**Attachments:** [2c Council Recruitment Update.pdf](#)

**3. State Legislation**

- 3a.**     [21-0686](#)     May Revise of the Fiscal Year (FY) 2021-2022 State Budget & Legislative Spending Proposals

Overview of key changes proposed by Governor Newsom to the FY 2021-2022 State Budget as well as new legislative spending proposals.

**Action:** Information

**Presenter:** Rebecca Long

**Attachments:** [3a State Budget Update.pdf](#)

Roland Lebrun spoke on this item.  
Rich Hedges spoke on this item.

- 3b.**     [21-0687](#)     Assembly Bill 897 (Mullin): Regional Climate Networks

Authorizes the establishment of regional climate networks and adoption of regional climate adaptation action plans. Requires the Office of Planning and Research (OPR) to adopt guidelines as to how eligible entities may form such a network, its geographic boundaries, the content of plans, and governance.

**Action:** Support and Seek Amendments / ABAG Executive Board Approval  
Support and Seek Amendments / MTC Commission Approval

**Presenter:** Rebecca Long

**Attachments:** [3b AB 897 Mullin.pdf](#)

**Upon the motion by Chair Arreguin and second by Committee Member Spering, a support and seek amendments position on AB 897 (Mullin) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:**

**Aye:** 13 - Vice Chair Liccardo, Committee Member Hudson, Chair Arreguin, Committee Member Halliday, Committee Member Connolly, Committee Member Spering, Committee Member Ahn, Committee Member Mitchoff, Committee Member Ramos, Committee Member Canepa, Committee Member Dutra-Vernaci, Committee Member Schaaf and Committee Member Fleming

**Nay:** 1 - Committee Member Eklund

**Absent:** 3 - Committee Member Pedroza, Committee Member Mar and Committee Member Rabbitt



**3c.**     [21-0688](#)     Assembly Bill 1500 (Garcia): Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022

Authorizes the issuance of a \$7 billion climate adaptation general obligation bond.

**Action:** Support and Seek Amendments / ABAG Executive Board Approval  
Support and Seek Amendments / MTC Commission Approval

**Presenter:** Rebecca Long

**Attachments:** [3c AB 1500.pdf](#)

Upon the motion by Vice Chair Liccardo and seconded by Committee Member Eklund, a support and seek amendments position on AB 1500 (Garcia) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

**Aye:** 13 - Vice Chair Liccardo, Committee Member Hudson, Chair Arreguin, Committee Member Halliday, Committee Member Eklund, Committee Member Connolly, Committee Member Spering, Committee Member Ahn, Committee Member Mitchoff, Committee Member Ramos, Committee Member Canepa, Committee Member Dutra-Vernaci and Committee Member Fleming

**Absent:** 4 - Committee Member Pedroza, Committee Member Mar, Committee Member Schaaf and Committee Member Rabbitt

**3d.**     [21-0689](#)     Assembly Bill 1401 (Friedman): Residential and Commercial Parking Requirements Near Transit

Prohibits minimum parking requirements from applying to commercial or residential buildings located within one-half mile of a major transit stop or high quality transit corridor.

**Action:** Support / ABAG Executive Board  
Support / MTC Commission Approval

**Presenter:** Rebecca Long and James Choe

**Attachments:** [3d AB 1401 Friedman.pdf](#)  
[3d Corr Rec 1 Cory David.pdf](#)  
[3d Presentation Parking Policy.pdf](#)

The following individuals spoke on this item:

Zack Subin of Urban Environmentalist;  
Roland Lebrun;  
Aleta Dupree;  
Aaron Eckhouse of California YIMBY;  
Raayan Mohtashemi;  
Robert Fruchtmann;  
Kelsey Banes of YIMBY Action;  
Jordan Grimes of the Peninsula Young Democrats;  
Lisa Danz;  
Adam Buchbinder of South Bay YIMBY; and  
Rich Hedges.

**Upon the motion by Vice Chair Liccardo and second by Chair Arreguin, a support and seek amendments position on AB 1401 (Friedman) was adopted to be forwarded to the Commission for approval with an additional amendment to the bill to ensure that preexisting agreements that waived or reduced parking requirements in exchange for additional affordable housing commitments or other community benefits be protected. The motion carried by the following vote:**

**Aye:** 10 - Vice Chair Liccardo, Chair Arreguin, Committee Member Halliday, Committee Member Connolly, Committee Member Spering, Committee Member Ahn, Committee Member Ramos, Committee Member Canepa, Committee Member Schaaf and Committee Member Fleming

**Nay:** 2 - Committee Member Eklund and Committee Member Dutra-Vernaci

**Absent:** 5 - Committee Member Hudson, Committee Member Pedroza, Committee Member Mitchoff, Committee Member Mar and Committee Member Rabbitt

#### 4. Federal Legislation

4a. [21-0631](#) Washington D.C. Legislative Update

Report on key legislative, funding and political developments over the past month from Washington, D.C. prepared by the Summit Strategies team.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [4a MTC April Washington Report.pdf](#)

#### 5. Public Comment / Other Business

Roland Lebrun was called to speak.

#### 6. Adjournment / Next Meeting

The next meeting of the Joint MTC ABAG Legislation Committee will be Friday, June 11, 2021 at 9:45 a.m. remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0786      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Consent  
**File created:** 5/7/2021      **In control:** Joint MTC ABAG Legislation Committee  
**On agenda:** 6/11/2021      **Final action:**  
**Title:** Legislative History

Detailed list of bills the ABAG and MTC are tracking in Sacramento, including those ABAG or MTC supports or opposes.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2b\\_June Legislative History\\_With 2 Year Bills.pdf](#)

| Date | Ver. | Action By | Action | Result |
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**Subject:**

Legislative History

Detailed list of bills the ABAG and MTC are tracking in Sacramento, including those ABAG or MTC supports or opposes.

**Presenter:**

Rebecca Long

**Recommended Action:**

Information

**Attachments:**



**LEGISLATIVE HISTORY**  
**MTC and ABAG Priority Bills**  
**Thursday, June 10, 2021**



| Bill Number                                       | Current Text         | Status                | Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | MTC Position | ABAG Position |
|---------------------------------------------------|----------------------|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|---------------|
| <a href="#">AB 11</a><br><a href="#">Ward</a>     | Amended<br>1/21/2021 | Assembly 2 year       | <b>Climate change: regional climate change authorities.</b><br>Would require the Strategic Growth Council, by January 1, 2023, to establish up to 12 regional climate change authorities to coordinate climate adaptation and mitigation activities in their regions, and coordinate with other regional climate adaptation authorities, state agencies, and other relevant stakeholders.                                                                                                                                                                                                                                                                                                                                                                                                                                     |              |               |
| <a href="#">AB 16</a><br><a href="#">Chiu</a>     | Amended<br>1/12/2021 | Assembly 2 year       | <b>Tenancies: COVID-19 Tenant, Small Landlord, and Affordable Housing Provider Stabilization Act of 2021.</b><br>Would establish the Tenant, Small Landlord, and Affordable Housing Provider Stabilization Program. The bill would authorize the Director of Housing and Community Development to direct an existing office or program within the Department of Housing and Community Development to implement the program. The bill would establish in the State Treasury the COVID-19 Tenant, Small Landlord, and Affordable Housing Provider Stabilization Fund, and, upon appropriation by the Legislature, distribute all moneys in the fund to the department to carry out the purposes of the program.                                                                                                                 |              |               |
| <a href="#">AB 43</a><br><a href="#">Friedman</a> | Amended<br>3/22/2021 | Senate Transportation | <b>Traffic safety.</b> Current law establishes various default speed limits for vehicles upon highways, as specified. Current law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by an engineering and traffic survey. Current law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. This bill would require local authorities to consider other factors, including pedestrian and bicycle safety, that are allowed but not required to be considered under existing law. The bill would also allow local authorities to consider additional factors, including the current or immediately prior speed limit, as specified. | Support      | Support       |

|                                                                             |                         |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |  |
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| <a href="#">AB 50</a><br><a href="#">Boerner</a><br><a href="#">Horvath</a> | Introduced<br>12/7/2020 | Assembly 2 year | <b>Climate change: Climate Adaptation Center and Regional Support Network: sea level rise.</b> Current law requires the Natural Resources Agency, in collaboration with the Ocean Protection Council, to create, and update biannually, a Planning for Sea Level Rise Database describing steps being taken throughout the state to prepare for, and adapt to, sea level rise. This bill would establish the Climate Adaptation Center and Regional Support Network in the Ocean Protection Council to provide local governments facing sea level rise challenges with information and scientific expertise necessary to proceed with sea level rise mitigation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |  |
| <a href="#">AB 51</a><br><a href="#">Quirk</a>                              | Introduced<br>12/7/2020 | Assembly 2 year | <b>Climate change: adaptation: regional climate adaptation planning groups: regional climate adaptation plans.</b> Would require the Strategic Growth Council, by July 1, 2022, to establish guidelines for the formation of regional climate adaptation planning groups. The bill would require the council, by July 1, 2023, and in consultation with certain state entities, to develop criteria for the development of regional climate adaptation plans.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |  |
| <a href="#">AB 52</a><br><a href="#">Frazier</a>                            | Introduced<br>12/7/2020 | Assembly 2 year | <b>California Global Warming Solutions Act of 2006: scoping plan updates: wildfires.</b> The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include in its regulation of emissions of greenhouse gases the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund (fund) and to be available upon appropriation by the Legislature. Current law continuously appropriates 35% of the annual proceeds of the fund for transit, affordable housing, and sustainable communities programs and 25% of the annual proceeds of the fund for certain components of a specified high-speed rail project. This bill would require the state board, in each scoping plan update prepared by the state board after January 1, 2022, to include, consistent with the act, recommendations for achieving the maximum technologically feasible and cost-effective reductions of emissions of greenhouse gases and black carbon from wildfires. |  |  |

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| <a href="#"><b>AB 67</b></a><br><a href="#">Petrie-Norris</a> | Amended<br>4/5/2021  | Assembly 2 year        | <b>Sea level rise: working group: economic analysis.</b> Would require a state agency to take into account the current and future impacts of sea level rise based on projections provided by the Ocean Protection Council when planning, designing, building, operating, maintaining, and investing in infrastructure located in the coastal zone, within the jurisdiction of the San Francisco Bay Conservation and Development Commission, or otherwise vulnerable to flooding from sea level rise or storm surges, or when otherwise approving the allocation of state funds, including, but not limited to, bonds, grants, and loans, for those purposes. The bill would provide that new or expanded infrastructure built pursuant to the above-described provision shall only qualify for state funds if the project is not anticipated to be vulnerable to sea level rise risks during the life of that project.                                                                     |  |  |
| <a href="#"><b>AB 68</b></a><br><a href="#">Quirk-Silva</a>   | Amended<br>6/1/2021  | Senate Rules           | <b>Department of Housing and Community Development: California Statewide Housing Plan: annual reports.</b> Current law establishes the California Statewide Housing Plan, which serves as a state housing plan for all relevant purposes, that incorporates a statement of housing goals, policies, and objectives, as well as specified segments. Current law requires the Department of Housing and Community Development to update and provide a revision of the plan to the Legislature every 4 years, as provided. This bill would revise and recast those provisions related to the California Statewide Housing Plan. The bill would, starting with any update or revision to the plan on or after January 1, 2023, require the plan to include specified information, including, among other things, an inventory number of affordable units needed to meet the state's affordable housing needs and an identification of strategies to help individuals experiencing homelessness. |  |  |
| <a href="#"><b>AB 71</b></a><br><a href="#">Rivas, Luz</a>    | Amended<br>5/24/2021 | Assembly Inactive File | <b>Homelessness funding: Bring California Home Act.</b> The Personal Income Tax Law, in conformity with federal income tax law, generally defines gross income as income from whatever source derived, except as specifically excluded, and provides various exclusions from gross income. Current federal law, for purposes of determining a taxpayer's gross income for federal income taxation, requires that a person who is a United States shareholder of any controlled foreign corporation to include in their gross income the global intangible low-taxed income for that taxable year, as provided. This bill, for taxable years beginning on or after January 1, 2022, would include a taxpayer's global intangible low-taxed income in their gross income for purposes of the Personal Income Tax Law, in modified conformity with the above-described federal provisions.                                                                                                     |  |  |

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| <a href="#">AB 111</a><br><a href="#">Boerner</a><br><a href="#">Horvath</a> | Amended<br>3/22/2021 | Assembly 2 year                               | <b>Transportation: zero-emission vehicles.</b> Would require the Secretary of the Transportation Agency, in consultation with certain state entities, to implement a Safe and Clean Truck Infrastructure Program to support the construction and operation of zero-emission medium- and heavy-duty vehicle parking and electric vehicle charging and hydrogen refueling infrastructure on public and private properties, and to encourage the use of zero-emission vehicles. The bill would require the program, by January 1, 2024, to conduct an assessment outlining regional zero-emission medium- and heavy-duty vehicle parking and refueling deficiencies and strategies to address those deficiencies.                                                                                                                                                                   |  |  |
| <a href="#">AB 113</a><br><a href="#">Boerner</a><br><a href="#">Horvath</a> | Amended<br>4/7/2021  | Assembly Housing and<br>Community Development | <b>Income taxes: credits: electric vehicles.</b> The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 2021, and before January 1, 2026, in an amount equal to 40% of the amount paid or incurred in qualified costs by a qualified taxpayer during the taxable year for the installation of specified electric vehicle supply equipment in a covered multifamily dwelling or covered nonresidential building, subject to specified maximum credit amounts. The bill would define various terms for these purposes. The bill would repeal these provisions as of December 1, 2026.                                                                                                                    |  |  |
| <a href="#">AB 115</a><br><a href="#">Bloom</a>                              | Amended<br>4/20/2021 | Assembly 2 year                               | <b>Planning and zoning: commercial zoning: housing development.</b> Would, notwithstanding any inconsistent provision of a city's or county's general plan, specific plan, zoning ordinance, or regulation, would require that a housing development be an authorized use on a site designated in any local agency's zoning code or maps for commercial uses if certain conditions apply. Among these conditions, the bill would require that the housing development be subject to a recorded deed restriction requiring that at least 20% of the units have an affordable housing cost or affordable rent for lower income households, as those terms are defined, and located on a site that satisfies specified criteria.                                                                                                                                                    |  |  |
| <a href="#">AB 117</a><br><a href="#">Boerner</a><br><a href="#">Horvath</a> | Amended<br>5/24/2021 | Senate Transportation                         | <b>Air Quality Improvement Program: electric bicycles.</b> Current law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the production and use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Current law specifies the types of projects eligible to receive funding under the program. This bill would specify projects providing incentives for purchasing electric bicycles, as defined, as projects eligible for funding under the program. |  |  |



|                                                                              |                          |                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |  |
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| <a href="#">AB 118</a><br><a href="#">Kamlager</a>                           | Introduced<br>12/18/2020 | Senate Governmental<br>Organization | <b>Emergency services: community response: grant program.</b> Would, until January 1, 2026, enact the Community Response Initiative to Strengthen Emergency Systems Act or the C.R.I.S.E.S. Act for the purpose of creating, implementing, and evaluating the 3-year C.R.I.S.E.S. Grant Pilot Program, which the act would establish. The bill would require the office to establish rules and regulations for the program with the goal of making grants to community organizations, over 3 years, for the purpose of expanding the participation of community organizations in emergency response for specified vulnerable populations. The bill would require that grantees receive a minimum award of \$250,000 per year. The bill would require a community organization receiving funds pursuant to the program to use the grant to stimulate and support involvement in emergency response activities that do not require a law enforcement officer, as specified. The bill would require the Director of Emergency Services (director) to assemble staff and resources to carry out certain duties in support of the program. |  |  |
| <a href="#">AB 122</a><br><a href="#">Boerner</a><br><a href="#">Horvath</a> | Amended<br>5/27/2021     | Senate Transportation               | <b>Vehicles: required stops: bicycles.</b> Would, until January 1, 2028, require a person riding a bicycle, when approaching a stop sign at the entrance of an intersection, to yield the right-of-way to any vehicles that have entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and continue to yield the right-of-way to those vehicles until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |  |
| <a href="#">AB 215</a><br><a href="#">Chiu</a>                               | Amended<br>4/5/2021      | Senate Housing                      | <b>Housing element: regional housing need: relative progress determination.</b> The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires the Department of Housing and Community Development to determine whether the housing element is in substantial compliance with specified provisions of that law. This bill, starting with the 6th housing element revision, would require the department to determine the relative progress toward meeting regional housing needs of each jurisdiction, council of governments, and subregion, as specified. The bill would require the department to make this determination based on the information contained in the annual reports submitted by each jurisdiction, as specified.                                                                                                                                                                                                                                                             |  |  |

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| <a href="#"><b>AB 261</b></a><br><a href="#">Seyarto</a>    | Introduced<br>1/15/2021 | Assembly 2 year                    | <b>Authorized emergency vehicles.</b> Would permit an authorized emergency vehicle to operate on an HOV lane if specified conditions are met, including, among others, that the vehicle is being driven while responding to, or returning from, an urgent or emergency call and the driver of the vehicle determines that the use of the HOV lane will likely improve the arrival time of the authorized emergency vehicle and its delivery of essential public safety services.                                                                                                                                                                                                                                                                                                                                                                               |  |  |
| <a href="#"><b>AB 267</b></a><br><a href="#">Valladares</a> | Amended<br>6/2/2021     | Senate Natural Resources and Water | <b>California Environmental Quality Act: exemption: prescribed fire, thinning, and fuel reduction projects.</b> Current law, until January 1, 2023, exempts from the requirements of CEQA prescribed fire, thinning, or fuel reduction projects undertaken on federal lands to reduce the risk of high-severity wildfire that have been reviewed under the federal National Environmental Policy Act of 1969, as provided. Current law requires the Department of Forestry and Fire Protection, beginning December 31, 2019, and annually thereafter until January 1, 2023, to report to the relevant policy committees of the Legislature the number of times the exemption was used. This bill would extend the exemption from CEQA and the requirement on the department to report to the relevant policy committees of the Legislature to January 1, 2026. |  |  |
| <a href="#"><b>AB 294</b></a><br><a href="#">Santiago</a>   | Introduced<br>1/21/2021 | Assembly 2 year                    | <b>Vehicle Tow and Storage Act.</b> Would establish the Vehicle Towing and Storage Board in the Department of Consumer Affairs and would empower the board to, among other things, regulate and resolve disputes involving vehicle towing businesses. The bill would require the board to maintain a public database on its internet website on vehicle towing businesses. The bill would require a business to obtain a Vehicle Tow and Storage Permit and pay an annual fee before operating a tow truck or tow vehicle in California. The bill would establish various penalties for violations of these provisions. The bill also would require a permit applicant or permitholder to submit specified information to the board under penalty of perjury.                                                                                                  |  |  |
| <a href="#"><b>AB 339</b></a><br><a href="#">Lee</a>        | Amended<br>5/4/2021     | Senate Rules                       | <b>Local government: open and public meetings.</b> Would, until December 31, 2023, require all open and public meetings of a city council or a county board of supervisors that governs a jurisdiction containing least 250,000 people to include an opportunity for members of the public to attend via a telephonic option or an internet-based service option. The bill would require all open and public meetings to include an in-person public comment opportunity, except in specified circumstances during a declared state or local emergency. The bill would require all meetings to provide the public with an opportunity to comment on proposed legislation in person and remotely via a telephonic or an internet-based service option, as provided.                                                                                             |  |  |

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| <a href="#">AB 345</a><br><a href="#">Quirk-Silva</a> | Amended<br>3/9/2021     | Senate Housing  | <b>Accessory dwelling units: separate conveyance.</b> The Planning and Zoning Law authorizes a local agency to provide, by ordinance, for the creation of accessory dwelling units in single-family and multifamily residential zones and requires a local agency that has not adopted an ordinance to ministerially approve an application for an accessory dwelling unit, and sets forth required ordinance standards, including that the ordinance prohibit the sale or conveyance of the accessory dwelling unit separately from the primary residence. Current law, notwithstanding the prohibition described above, authorizes a local agency to, by ordinance, allow an accessory dwelling unit to be sold or conveyed separately from the primary residence to a qualified buyer if certain conditions are met. This bill would require each local agency to allow an accessory dwelling unit to be sold or conveyed separately from the primary residence to a qualified buyer if the above-described conditions are met. |  |  |
| <a href="#">AB 348</a><br><a href="#">Villapudua</a>  | Introduced<br>1/28/2021 | Assembly 2 year | <b>Affordable housing: annual expenditure report.</b> Would require the Department of Housing and Community Development, by March 1 of each year, to develop an annual summary report that discloses the amount of state, federal, and private funding spent on the development of affordable housing within the state, each city, and each county in the preceding calendar year. The bill would require the department to post the annual summary report on its internet website and make the report available to the public by March 15 of each year.                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |  |
| <a href="#">AB 357</a><br><a href="#">Kamlager</a>    | Introduced<br>2/1/2021  | Assembly 2 year | <b>Affordable housing.</b> Current law, the Planning and Zoning Law, requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. This bill would declare the intent of the Legislature to enact legislation that would address the need to build more affordable housing units.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |  |

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| <a href="#">AB 363</a><br><a href="#">Medina</a>       | Amended<br>5/25/2021 | Senate Environmental Quality | <p><b>Carl Moyer Memorial Air Quality Standards Attainment Program.</b> Current law requires the State Air Resources Board to establish or update grant criteria and guidelines for covered vehicle and infrastructure projects as soon as practicable, but not later than July 1, 2017. The state board's program guidelines describe the minimum criteria and requirements for on-road heavy-duty vehicles and the types of projects that can be incentivized to provide surplus emissions reductions from on-road heavy-duty vehicles through contracts or through the On-Road Heavy-Duty Voucher Incentive Program (VIP). The VIP guidelines allow for the early retirement of existing on-road heavy-duty vehicles, allowing these high-polluting vehicles to be replaced with newer, lower emission vehicles. The VIP guidelines further describe the minimum criteria and requirements for eligibility in the VIP, including, but not limited to, limiting the fleet size and vehicle weight class of eligible vehicles, excluding from program eligibility vehicles subject to the solid waste collection vehicle rule and the fleet rule for transit agencies, and prohibiting the leasing of replacement vehicles. This bill would require the state board, upon appropriation by the Legislature, to develop project grant criteria and guidelines for a new On-Road Heavy-Duty Vehicle Incentive Program (VIP2) that shall provide additional incentives for projects eligible for program funding that are deployed in disadvantaged communities, as defined.</p> |  |  |
| <a href="#">AB 371</a><br><a href="#">Jones-Sawyer</a> | Amended<br>4/29/2021 | Senate Judiciary             | <p><b>Shared mobility devices: insurance and tracking.</b> Current law defines shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. Current law requires a city or county that authorizes a shared mobility device provider to operate within its jurisdiction to adopt operation, parking, and maintenance rules, as provided, regarding the use of the shared mobility devices in its jurisdiction before the provider may offer shared mobility devices for rent or use. This bill would require a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille, as specified, to identify the device for the purpose of reporting illegal or negligent activity.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |

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| <a href="#">AB 374</a><br><a href="#">Seyarto</a>    | Introduced<br>2/1/2021 | Assembly 2 year                          | <b>Department of Housing and Community Development: annual report: Homeless Housing, Assistance, and Prevention program.</b> Current law requires the Department of Housing and Community Development to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. Current law requires that the report include, among other things, the number of units assisted by those programs and the number of individuals and households served and their income level. This bill would additionally require that this report include an evaluation of the Homeless Housing, Assistance, and Prevention (HHAP) program.                                                                                                                                                                                                        |  |  |
| <a href="#">AB 387</a><br><a href="#">Lee</a>        | Amended<br>3/25/2021   | Assembly 2 year                          | <b>Social Housing Act of 2021.</b> The Housing Authorities Law authorizes the establishment of a functioning housing authority within a city or county by enactment of a resolution by the city or county declaring that there is need of a functioning housing authority in the city or county. Current law authorizes a housing authority of a city or county to, among other things, prepare, carry out, acquire, lease, and operate housing projects and housing developments for persons of low income, as provided. This bill, the Social Housing Act of 2021, would establish, in the Business, Consumer Services, and Housing Agency, the California Social Housing Council to develop policy proposals that would promote the development of social housing, as defined, to hold public meetings throughout the state to educate participants on the history and purposes of social housing, and to solicit input on the policy proposals from stakeholders. |  |  |
| <a href="#">AB 411</a><br><a href="#">Irwin</a>      | Amended<br>3/1/2021    | Assembly Appropriations<br>Suspense File | <b>Veterans Housing and Homeless Prevention Bond Act of 2022.</b> Would enact the Veterans Housing and Homeless Prevention Bond Act of 2022 to authorize the issuance of bonds in an amount not to exceed \$600,000,000 to provide additional funding for the VHHPA. The bill would provide for the handling and disposition of the funds in the same manner as the 2014 bond act.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |
| <a href="#">AB 418</a><br><a href="#">Valladares</a> | Amended<br>5/24/2021   | Senate Governmental<br>Organization      | <b>Emergency services: grant program.</b> Would establish the Community Power Resiliency Program (program), to be administered by the Office of Emergency Services, to support local governments' efforts to improve resiliency in response to power outage events, as provided. The bill would require the office to allocate funds, pursuant to an appropriation by the Legislature, to local governments, special districts, and tribes for various purposes relating to power resiliency, and would require certain entities, in order to be eligible for funding, to either describe the portion of their emergency plan that includes power outages or confirm that power outages will be included when the entity revises any portion of their emergency plan.                                                                                                                                                                                                 |  |  |

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| <a href="#">AB 428</a><br><a href="#">Mayes</a>  | Amended<br>3/18/2021 | Senate Gov. & F.      | <b>Local government: board of supervisors.</b> Current law requires each county to have a board of supervisors and provides for the organization and powers of the board of supervisors. Current law allows the board of supervisors of any general law or charter county to adopt or the residents of the county to propose, by initiative, limit or repeal a limit on the number of terms a member of the board of supervisors may serve on the board of supervisors. Current law also requires the board of supervisors to prescribe the compensation for all county officers. This bill would require that, when term limits are imposed, the limit must be no fewer than 2 terms. This bill would specify that the board of supervisors is included in the definition of county officers for whom the board of supervisors is required to prescribe compensation.                                                                                                                                                                                                      |                                  |  |
| <a href="#">AB 455</a><br><a href="#">Wicks</a>  | Amended<br>5/20/2021 | Senate Transportation | <b>San Francisco-Oakland Bay Bridge: transit-only traffic lanes.</b> Under current law, the San Francisco-Oakland Bay Bridge is part of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles, and may authorize or permit the exclusive or preferential use of designated lanes on existing highways that are part of the state highway system. This bill would authorize the authority, in consultation with the department, to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge.                                                                                                                                                                                                                                                                                                                                                                                                                                       | Support and<br>Seek<br>Amendment |  |
| <a href="#">AB 476</a><br><a href="#">Mullin</a> | Amended<br>3/16/2021 | Assembly 2 year       | <b>Department of Transportation: state highways: transit bus pilot program.</b> Would authorize the Department of Transportation to establish a pilot program to authorize a transit operator or operators to operate transit buses on the shoulders of state highways, under a project selected under the program. The bill would authorize an operator or operators, in partnership with a regional transportation agency that meets specified requirements, to submit an application to the department to establish and operate a project under the program. The bill would authorize the department to select no more than 8 total projects under the program using guidelines developed with input from the Department of the California Highway Patrol and the public. The bill would require the department, the Department of the California Highway Patrol, and the operator or operators and regional transportation agency that submitted the application to jointly determine the state highways, or segment of state highways, that will be used in a project. | Support                          |  |

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| <a href="#">AB 491</a><br><a href="#">Ward</a> | Amended<br>5/13/2021 | Senate Housing                              | <b>Housing: affordable and market rate units.</b> Would require that a mixed-income multifamily structure provide the same access to the common entrances, common areas, and amenities of the structure to occupants of the affordable housing units in the structure as is provided to occupants of the market-rate housing units. The bill would also prohibit a mixed-income multifamily structure from isolating the affordable housing units within the structure to a specific floor or an area on a specific floor. The bill would define various terms for these purposes.                                                                                                                                                                                                                                                                                                                                 |         |         |
| <a href="#">AB 525</a><br><a href="#">Chiu</a> | Amended<br>4/26/2021 | Senate Energy, Utilities and Communications | <b>Energy: offshore wind generation.</b> Current law requires the PUC and the Energy Commission to undertake various actions in furtherance of meeting the state's clean energy and pollution reduction objectives. This bill would require the Energy Commission, on or before March 1, 2022, to evaluate and quantify the maximum feasible capacity of offshore wind to achieve reliability, ratepayer, employment, and decarbonization benefits and to establish offshore wind planning goals for 2030 and 2045, as specified.                                                                                                                                                                                                                                                                                                                                                                                  |         |         |
| <a href="#">AB 550</a><br><a href="#">Chiu</a> | Amended<br>4/29/2021 | Assembly 2 year                             | <b>Vehicles: Speed Safety System Pilot Program.</b> Would authorize, until January 1, 2027, the Cities of Los Angeles, Oakland, San Jose, one city in southern California, and the City and County of San Francisco to establish the Speed Safety System Pilot Program for speed limit enforcement in certain areas, if the system meets specified requirements, including that the presence of a fixed or mobile system is clearly identified. The bill would require the participating cities or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized. | Support | Support |

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| <a href="#"><b>AB 561</b></a><br><a href="#">Ting</a>  | Amended<br>4/6/2021 | Senate Housing | <p><b>Help Homeowners Add New Housing Program: accessory dwelling unit financing.</b> Current law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units in areas zoned to allow single-family or multifamily dwelling residential use in accordance with specified standards and conditions. This bill would authorize the Treasurer, within 6 months of the effective date of these provisions, to develop the Help Homeowners Add New Housing Program with the purpose of assisting homeowners, as defined, in qualifying for loans to construct additional housing units on their property, including accessory dwelling units and junior accessory dwelling units. The bill would, with regard to the development of the program, authorize the Treasurer to consult with the California Housing Financing Agency, the Department of Housing and Community Development, and various other entities, including private lenders, community development financial institutions, community-based organizations, and local housing trust funds.</p> |  |  |
| <a href="#"><b>AB 571</b></a><br><a href="#">Mayes</a> | Amended<br>5/3/2021 | Senate Housing | <p><b>Planning and zoning: density bonuses: affordable housing.</b> The Density Bonus Law requires a city or county to provide a developer that proposes a housing development in the city or county with a density bonus and other incentives or concessions for the production of lower income housing units, or for the donation of land within the development, if the developer agrees to, among other things, construct a specified percentage of units for very low income, low-income, or moderate-income households or qualifying residents, including lower income students. Current law requires the amount of a density bonus and the number of incentives or concessions a qualifying developer receives to be pursuant to a certain formula based on the total number of units in the housing development, as specified. This bill would prohibit affordable housing impact fees, including inclusionary zoning fees and in-lieu fees, from being imposed on a housing development's affordable units.</p>                                                                                                                          |  |  |



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| <a href="#"><b>AB 578</b></a><br><a href="#">Fong</a>       | Introduced<br>2/11/2021 | Assembly 2 year                  | <b>Housing and Community Development: grant contracts and agreements.</b> Current law establishes the Department of Housing and Community Development in the Business, Consumer Services, and Housing Agency. Current law requires the department to administer various grants, including the California Emergency Solutions Grants Program. This bill would require the department to issue and complete, for any grant program administered by the department, all necessary contracts and standard agreements, if applicable, between the department and the grant recipient within 90 days of issuing a grant award letter to the grant recipient. The bill would require the department to issue and complete these contracts and agreements by March 31, 2022, for a grant award letter issued to a grant recipient prior to January 1, 2022.                                                                                                                                                                  |  |  |
| <a href="#"><b>AB 580</b></a><br><a href="#">Rodriguez</a>  | Amended<br>4/12/2021    | Senate Governmental Organization | <b>Emergency services: vulnerable populations.</b> Current law requires OES to establish a standardized emergency management system for use by all emergency response agencies. Current law requires the director to appoint representatives of the disabled community to serve on pertinent committees related to that system, and to ensure that the needs of the disabled community are met within that system by ensuring certain committee recommendations include the needs of people with disabilities. This bill instead would require the director to appoint representatives of the access and functional needs population, provided a majority of appointees are from specified groups, to serve on those committees and to ensure the needs of that population are met within that system.                                                                                                                                                                                                               |  |  |
| <a href="#"><b>AB 585</b></a><br><a href="#">Rivas, Luz</a> | Amended<br>5/24/2021    | Senate Rules                     | <b>Climate change: Extreme Heat and Community Resilience Program.</b> Would establish the Extreme Heat and Community Resilience Program and would require the Office of Planning and Research to administer the program through the Integrated Climate Adaptation and Resiliency Program. Under the Extreme Heat and Community Resilience Program, the bill would require the Office of Planning and Research, as provided, to coordinate the state's efforts to address extreme heat and to facilitate the implementation of local, regional, and state climate change planning into effective projects through the awarding of competitive grants to eligible entities for implementation of those projects. The bill would establish the Extreme Heat and Community Resilience Fund in the State Treasury and would require the Office of Planning and Research, upon appropriation by the Legislature, to expend moneys in the fund for the implementation of the Extreme Heat and Community Resilience Program. |  |  |

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| <a href="#">AB 602</a><br><a href="#">Grayson</a>    | Amended<br>5/4/2021     | Senate Gov. & F. | <b>Development fees: impact fee nexus study.</b> Current law requires a city, county, or special district that has an internet website to make available on its internet website certain information, as applicable, including its current schedule of fees and exactions. This bill, among other things, would require, on and after January 1, 2022, a city, county, or special district that conducts an impact fee nexus study to follow specific standards and practices, including, but not limited to, (1) that prior to the adoption of an associated development fee, an impact fee nexus study be adopted, (2) that the study identify the existing level of service for each public facility, identify the proposed new level of service, and include an explanation of why the new level of service is necessary, and (3) if the study is adopted after July 1, 2022, either calculate a fee levied or imposed on a housing development project proportionately to the square footage of the proposed units, or make specified findings explaining why square footage is not an appropriate metric to calculate the fees. |  |  |
| <a href="#">AB 604</a><br><a href="#">Daly</a>       | Introduced<br>2/11/2021 | Senate Rules     | <b>Road Maintenance and Rehabilitation Account: apportionment of funds: accrued interest.</b> Would continuously appropriate interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |  |
| <a href="#">AB 605</a><br><a href="#">Villapudua</a> | Amended<br>3/11/2021    | Assembly 2 year  | <b>Department of Housing and Community Development: program administration: bonus points: housing element.</b> The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. Current law requires that the housing element include, among other things, an inventory of land suitable and available for residential development that identifies sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need for all income levels, as specified. This bill would require the Department of Housing and Community Development to develop and implement a bonus point system for competitive grant and loan programs that are administered by the department and that facilitate the development of housing.                                                                                                              |  |  |

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| <a href="#"><u>AB 617</u></a><br><a href="#"><u>Davies</u></a>   | Introduced<br>2/12/2021 | Assembly 2 year                       | <b>Planning and zoning: regional housing needs: exchange of allocation.</b> Would authorize a city or county, by agreement, to transfer all or a portion of its allocation of regional housing need to another city or county. The bill would allow the transferring city to pay the transferee city or county an amount determined by that agreement, as well as a surcharge to offset the impacts and associated costs of the additional housing on the transferee city. The bill would also require the transferring city or county and the transferee city or county to report to the council of governments and the department specified information about the transfer, as provided.                                                                                                                                   |                                   |  |
| <a href="#"><u>AB 629</u></a><br><a href="#"><u>Chiu</u></a>     | Amended<br>3/22/2021    | Assembly 2 year                       | <b>San Francisco Bay area: public transportation.</b> Current law requires the Metropolitan Transportation Commission to develop regional transit service objectives, develop performance measures of efficiency and effectiveness, specify uniform data requirements to assess public transit service benefits and costs, and formulate procedures for establishing regional transportation priorities in the allocation of funds for transportation purposes. This bill would require the commission to consult with transit agencies, local jurisdictions, county transportation agencies, and the general public to establish and maintain a transit priority network for the San Francisco Bay area that designates corridors that will most benefit from interventions to support fast and reliable transit service.   | Support and<br>Seek<br>Amendments |  |
| <a href="#"><u>AB 642</u></a><br><a href="#"><u>Friedman</u></a> | Introduced<br>2/12/2021 | Senate Natural Resources<br>and Water | <b>Wildfires.</b> Would require the Director of Forestry and Fire Protection to identify areas in the state as moderate and high fire hazard severity zones. The bill would additionally require the director classify areas into fire hazard severity zones based on additional factors including possible lightning caused ignition. The bill would require a local agency, within 30 days of receiving a transmittal from the director that identifies fire hazard severity zones, to make the information available for public comment.                                                                                                                                                                                                                                                                                  |                                   |  |
| <a href="#"><u>AB 648</u></a><br><a href="#"><u>Fong</u></a>     | Introduced<br>2/12/2021 | Assembly Natural Resources            | <b>Greenhouse Gas Reduction Fund: healthy forest and fire prevention: appropriation.</b> Would continuously appropriate, beginning in the 2021–22 fiscal year and ending in the 2028–29 fiscal year, \$200,000,000 of the annual proceeds from the Greenhouse Gas Reduction Fund to the Department of Forestry and Fire Protection for (1) healthy forest and fire prevention programs and projects that improve forest health and reduce greenhouse gas emissions caused by uncontrolled wildfires and (2) prescribed fire and other fuel reduction projects through proven forestry practices consistent with the recommendations of the California Forest Carbon Plan, including the operation of year-round prescribed fire crews and implementation of a research and monitoring program for climate change adaptation. |                                   |  |

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| <a href="#">AB 678</a><br><a href="#">Grayson</a> | Amended<br>3/25/2021    | Assembly 2 year | <b>Housing development projects: fees and exactions cap.</b> Would prohibit a city or county from imposing a specified fee or exaction if the total dollar amount of the fees and exactions that a city or county would impose on a proposed housing development is greater than 12% of the city's or county's median home price unless approved by the Department of Housing and Community Development. The bill would authorize a city or county to seek approval from the department to impose a fee or an exaction that would result in the total dollar amount of fees and exactions exceeding that limitation by making a specified finding and submitting a completed application for a waiver. The bill would require the department to develop a standard form application for a waiver in conjunction with the Governor's Office of Planning and Research.                                                                     |  |  |
| <a href="#">AB 680</a><br><a href="#">Burke</a>   | Amended<br>5/24/2021    | Senate Rules    | <b>Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021.</b> Would enact the California Jobs Plan Act of 2021, which would require the Labor and Workforce Development Agency to work with the state board to update, by July 1, 2023, the funding guidelines for administering agencies to ensure that all applicants to grant programs funded by the Greenhouse Gas Reduction Fund meet specified standards, including fair and responsible employer standards and inclusive procurement policies, as defined. The bill would require administering agencies, on and after the adoption of the update to the funding guidelines, to give preference to applicants that demonstrate a partnership with an educational institution or training program targeting residents of disadvantaged, tribal, and low-income communities and to applicants that demonstrate the creation of high-quality jobs by the proposed project. |  |  |
| <a href="#">AB 682</a><br><a href="#">Bloom</a>   | Introduced<br>2/12/2021 | Assembly 2 year | <b>Planning and zoning: cohousing buildings.</b> Would require a city or county with a population of more than 400,000 people to permit the building of cohousing buildings, as defined, in any zone where multifamily residential buildings are permitted. The bill would require that cohousing buildings be permitted on the same basis as multifamily dwelling units. The bill would set minimum standards for the construction of cohousing buildings, including floor-space ratios and setback requirements. The bill would require that specified percentages of cohousing buildings be set aside for affordable housing, as specified.                                                                                                                                                                                                                                                                                           |  |  |

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| <a href="#"><b>AB 713</b></a><br><a href="#">Garcia, Cristina</a> | Amended<br>5/24/2021    | Senate Environmental Quality | <b>State Air Resources Board: greenhouse gas emissions scoping plan: comprehensive health analysis.</b> The State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse This bill would require the state board to conduct a comprehensive health analysis in conjunction with the development of each update of the scoping plan that includes a framework to provide an overview of the breadth of health impacts and health benefits that may accrue from the outcomes in the scoping plan, as specified.                                                                                                  |  |  |
| <a href="#"><b>AB 758</b></a><br><a href="#">Nazarian</a>         | Amended<br>5/3/2021     | Senate Gov. & F.             | <b>Marks-Roos Local Bond Pooling Act of 1985: electric utilities: rate reduction bonds.</b> The Marks-Roos Local Bond Pooling Act of 1985 authorizes certain joint powers authorities, upon application by a local agency that owns and operates a publicly owned utility, defined to mean certain utilities furnishing water or wastewater service to not less than 25,000 retail customers, to issue rate reduction bonds to finance utility projects, as defined, subject to certain requirements. Under the act, these rate reduction bonds are secured by a pledge of utility project property, and the joint powers authority issuing the bonds may impose on, and collect from, customers of the publicly owned utility a utility project charge to finance the bonds, as provided. This bill would expand the definition of a publicly owned utility for these purposes to include a local publicly owned electric utility, as defined. The bill would authorize an authority to issue rate reduction bonds to finance or refinance utility projects for the provision of generation, transmission, or distribution of electrical service. |  |  |
| <a href="#"><b>AB 773</b></a><br><a href="#">Nazarian</a>         | Introduced<br>2/16/2021 | Senate Transportation        | <b>Street closures and designations.</b> Would authorize a local authority to adopt a rule or regulation to close a portion of a street under its jurisdiction to through vehicular traffic if it determines closure is necessary for the safety and protection of persons who are to use that portion of the street during the closure. The bill would also authorize a local authority to adopt a rule or regulation to designate a local street within its jurisdiction as a slow street.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |  |

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| <a href="#">AB 784</a><br><a href="#">Quirk</a>    | Amended<br>3/15/2021 | Senate Transportation | <b>Alameda-Contra Costa Transit District.</b> The Transit District Law authorizes any city together with unincorporated territory, or 2 or more cities, with or without unincorporated territory, in either the Counties of Alameda or Contra Costa or both, to organize and incorporate as a transit district divided into 5 wards with specified powers and duties relative to providing public transit service. This bill would repeal the authority to form a transit district under these provisions and would recognize the Alameda-Contra Costa Transit District as the district formed pursuant to this authority.                                                                                                                                                                                                                                                                                                                                                                                                              |  |  |
| <a href="#">AB 838</a><br><a href="#">Friedman</a> | Amended<br>4/5/2021  | Senate Housing        | <b>State Housing Law: enforcement response to complaints.</b> Would, beginning July 1, 2022, require a city or county that receives a complaint of a substandard building or a lead hazard violation, as specified, from a tenant, resident, or occupant, or an agent of a tenant, resident, or occupant, except as specified, to inspect the building, portion of the building intended for human occupancy, or premises of the building, document the lead hazard violations that would be discovered based upon a reasonably competent and diligent visual inspection of the property and identify any building, portion of a building intended for human occupancy, or premises on which such a building is located that is determined to be substandard, as applicable. The bill would require the city or county, as applicable, to advise the owner or operator of each violation and of each action that is required to be taken to remedy the violation and to schedule a reinspection to verify correction of the violations. |  |  |
| <a href="#">AB 844</a><br><a href="#">Grayson</a>  | Amended<br>5/4/2021  | Senate B., P. & E.D.  | <b>Green Empowerment Zone for the Northern Waterfront area of the Counties of Contra Costa and Solano.</b> Would, until January 1, 2028, authorize establishment of a Green Empowerment Zone for the Northern Waterfront area of the Counties of Contra Costa and Solano. The bill would authorize the Green Empowerment Zone to be composed of specified cities and counties, upon adoption of a resolution by the city or county, and would provide for the Green Empowerment Zone to be governed by a board of directors. The bill would task the Green Empowerment Zone with various duties, including, among other things, identification of projects and programs that will best utilize public dollars and improve the economic vitality of the Northern Waterfront area of the Counties of Contra Costa and Solano in a coordinated effort to address the just transition to a clean energy economy.                                                                                                                            |  |  |

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| <a href="#">AB 859</a><br><a href="#">Irwin</a>        | Introduced<br>2/17/2021 | Assembly 2 year | <b>Mobility devices: personal information.</b> Would authorize a public agency, defined as a state or local public entity that issues a permit to an operator for mobility services or that otherwise regulates an operator, to require an operator to periodically submit to the public agency anonymized trip data and the operator's mobility devices operating in the geographic area under the public agency's jurisdiction and provide specified notice of that requirement to the operator. The bill would authorize a public agency to share anonymized trip data with a contractor, agent, or other public agency only if specified conditions are met, including that the purpose of the sharing is to assist the public agency in the promotion and protection of transportation planning, integration of mobility options, and road safety.                                                                                                                                                                                                                                     |                                   |                                  |
| <a href="#">AB 880</a><br><a href="#">Aguiar-Curry</a> | Introduced<br>2/17/2021 | Assembly 2 year | <b>Affordable Disaster Housing Revolving Development and Acquisition Program.</b> Would, upon appropriation of the Legislature, establish the Affordable Disaster Housing Revolving Development and Acquisition Program to fund the predevelopment expenses, acquisition, construction, reconstruction, and rehabilitation of property to develop or preserve affordable housing in the state's declared disaster areas that have experienced damage and loss of homes occupied by or affecting lower income households. The bill would require the department to administer the program. The bill would require the department to establish an application process for community development financial institutions, as defined, to apply for emergency short-term or temporary loans under the program.                                                                                                                                                                                                                                                                                   |                                   |                                  |
| <a href="#">AB 897</a><br><a href="#">Mullin</a>       | Amended<br>4/19/2021    | Senate Rules    | <b>Office of Planning and Research: regional climate networks: climate adaptation action plans.</b> Current law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update, as prescribed, the state's climate adaptation strategy, known as the Safeguarding California Plan. Current law establishes the Office of Planning and Research in state government in the Governor's office. Current law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office to encourage the inclusion of agencies with land use planning authority into regional climate networks. The bill would authorize a regional climate network to engage in activities to address climate change, as specified. | Support and<br>Seek<br>Amendments | Support and<br>Seek<br>Amendment |



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| <a href="#">AB 906</a><br><a href="#">Carrillo</a> | Introduced<br>2/17/2021 | Assembly 2 year | <b>Zero-emission trucks: tax and fee exemptions.</b> Current sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. Those laws provide various exemptions from those taxes. This bill would exempt from those taxes, on and after January 1, 2022, the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, fuel for the operation of a zero-emission medium- or heavy-duty truck that is the subject of a lease entered into after July 1, 2022, with specified characteristics.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |         |  |
| <a href="#">AB 917</a><br><a href="#">Bloom</a>    | Amended<br>4/27/2021    | Senate Rules    | <b>Vehicles: video imaging of parking violations.</b> Current law requires a designated employee, who is qualified by San Francisco, or a contracted law enforcement agency for the Alameda-Contra Costa Transit District, who is qualified by the city and county or the district to issue parking citations, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing laws makes these video image records confidential, and provides that these records are available only to public agencies to enforce parking violations. Existing law provides that if the Alameda-Contra Costa Transit District implements an automated enforcement system as described above, the district is required to submit a report to specified committees of the Legislature by no later than January 1, 2021. This bill would extend the authorization described above to any public transit operator in the state indefinitely. The bill would expand the authorization to enforce parking violations to include violations occurring at transit stops. The bill would repeal the obsolete reporting requirement of the Alameda-Contra Costa Transit District. | Support |  |
| <a href="#">AB 950</a><br><a href="#">Ward</a>     | Amended<br>5/27/2021    | Senate Rules    | <b>Department of Transportation: sales of excess real property: affordable housing, emergency shelters, and feeding programs.</b> This bill would authorize the Department of Transportation to sell its excess real property to the city, county, or city and county where the real property is located if the city, county, or city and county agrees to use the real property for the sole purpose of implementing affordable housing, emergency shelters, or feeding programs, as specified. The bill would exempt these sales from the California Environmental Quality Act.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |         |  |



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| <a href="#">AB 965</a><br><a href="#">Levine</a>      | Introduced<br>2/17/2021 | Senate Housing   | <b>Building standards: electric vehicle charging infrastructure.</b> Would require the Department of Housing and Community Development and the commission, by July 1, 2024, or the publication of the next interim California Building Code, whichever comes first, to research, develop, and propose building standards regarding the installation of future electric vehicle charging infrastructure for parking spaces for existing multifamily dwellings and nonresidential development, as specified. The bill would also require the Department of Housing and Community Development and the commission to review the standards for multifamily dwellings and nonresidential development every 18 months to update the standards as needed pursuant to that review.                                                                                                                                                                                                                                                                                                                                                                     |  |  |
| <a href="#">AB 970</a><br><a href="#">McCarty</a>     | Amended<br>5/10/2021    | Senate Rules     | <b>Planning and zoning: electric vehicle charging stations: permit application: approval.</b> Would require an application to install an electric vehicle charging station to be deemed complete if, 5 business days after the application was submitted, the city, county, or city and county has not deemed the application to be incomplete or issued a written correction notice detailing all deficiencies in the application, as specified. The bill would require an application to install an electric vehicle charging station to be deemed approved if 20 business days after the application was deemed complete, (1) the city, county, or city and county has not approved the application, (2) the building official has not made a finding that the proposed installation could have an adverse impact upon the public health or safety or required the applicant to apply for a use permit, (3) the building official has not denied the permit, and (4) an appeal has not been made to the planning commission of the city, county, or city and county, as specified.                                                         |  |  |
| <a href="#">AB 978</a><br><a href="#">Quirk-Silva</a> | Amended<br>5/5/2021     | Senate Judiciary | <b>Mobilehome parks: rent caps.</b> The Mobilehome Residency Law prescribes various terms and conditions of tenancies in mobilehome parks. Current law defines "tenancy" for these purposes as the right of a homeowner to use a site within a mobilehome park on which to locate, maintain, and occupy a mobilehome for human habitation, including the use of the services and facilities of the park. The Tenant Protection Act of 2019 prohibits, with certain exceptions, an owner of residential real property from increasing the gross rental rate for a dwelling or unit more than 5% plus the percentage change in the cost of living, as defined, or 10%, whichever is lower, of the lowest gross rental rate charged for the immediately preceding 12 months, subject to specified conditions. Current law excludes an owner or operator of a mobilehome park and an owner of a mobilehome or their agent from these provisions. This bill would extend these provisions to any person having the right to offer residential real property for rent, including an owner or operator of any dwelling or unit in a mobilehome park. |  |  |

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| <a href="#"><u>AB 981</u></a><br><a href="#"><u>Frazier</u></a>                                   | Amended<br>4/19/2021 | Assembly 2 year                     | <b>Forestry: California Fire Safe Council.</b> Would establish the California Fire Safe Council in the Natural Resources Agency consisting of 11 members, as specified. The bill would require the council to identify programs administered by public agencies to address and minimize the risks of wildfire and to coordinate the implementation of those programs, to identify public and private programs that may be leveraged to facilitate structure-hardening and community resilience to minimize the impacts of wildfire to habitable structures, to conduct public outreach efforts to regional and local wildfire mitigation groups, and to make recommendations to the Legislature on how the programs identified by the council can be coordinated to increase the effectiveness of those programs. The bill would require the Natural Resources Agency to post on its internet website the membership of the council and recommendations made by the council.                                                                                                                                                                                             |  |  |
| <a href="#"><u>AB 983</u></a><br><a href="#"><u>Garcia,</u></a><br><a href="#"><u>Eduardo</u></a> | Amended<br>4/12/2021 | Senate Governmental<br>Organization | <b>Public contracts: construction projects: community workforce agreements: battery manufacturing and lithium-based technology.</b> Current law requires the California Workforce Development Board to report to the Legislature on the need for workforce development resources, including the use of community workforce agreements, among other things, to help industry, workers, and communities transition to economic and labor-market changes related to statewide greenhouse gas emissions reduction goals. This bill would authorize a public entity to use, enter into, or require contractors to enter into, a community workforce agreement, as defined, for construction projects related to battery manufacturing and lithium-based technology.                                                                                                                                                                                                                                                                                                                                                                                                           |  |  |
| <a href="#"><u>AB 984</u></a><br><a href="#"><u>Rivas, Luz</u></a>                                | Amended<br>4/27/2021 | Senate Rules                        | <b>Vehicle identification and registration: alternative devices.</b> Current law requires a vehicle to display a license plate, issued by the Department of Motor Vehicles, with tabs that indicate the month and year the vehicle registration expires. Current law authorizes the department to conduct a pilot program, until January 1, 2023, if certain conditions are met, to evaluate the use of alternatives to stickers, tabs, license plates, and registration cards. This bill would authorize the use of alternative devices intended to serve in lieu of license plates authorized by the department pursuant to the pilot program, as specified. The bill would require the department to establish a program authorizing an entity to issue alternatives to stickers, tabs, license plates, and registration cards under specified conditions that include, among others, approval of the alternative devices by the Department of the California Highway Patrol. The bill would prohibit the failure or malfunction of an alternative device from being the basis of a government action relating to the user, including stopping or detaining the user. |  |  |

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| <a href="#">AB 989</a><br><a href="#">Gabriel</a>  | Amended<br>5/3/2021     | Senate Rules          | <b>Housing Accountability Act: appeals: Housing Accountability Committee.</b> The Housing Accountability Act prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, specified housing development projects, including projects for very low, low-, or moderate-income households and projects for emergency shelters that comply with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time the application for the project is deemed complete, unless the local agency makes specified written findings based on a preponderance of the evidence in the record. This bill would establish a Housing Accountability Committee, and would prescribe its membership.                                                                                                                    |  |  |
| <a href="#">AB 1028</a><br><a href="#">Seyarto</a> | Introduced<br>2/18/2021 | Assembly 2 year       | <b>Telework Flexibility Act.</b> Current law, with various exceptions, generally establishes 8 hours as a day's work and a 40-hour workweek and requires the payment of prescribed overtime compensation for additional hours worked. This bill would permit an individual nonexempt employee to request an employee-selected remote work flexible work schedule providing for workdays up to 10 hours per day within a 40-hour workweek and would allow an employer to implement this schedule without the obligation to pay overtime compensation for those additional hours in a workday, except as specified.                                                                                                                                                                                                                                                                           |  |  |
| <a href="#">AB 1029</a><br><a href="#">Mullin</a>  | Introduced<br>2/18/2021 | Senate Rules          | <b>Housing elements: prohousing local policies.</b> Would add the preservation of affordable housing units through the extension of existing project-based rental assistance covenants to avoid the displacement of affected tenants and a reduction in available affordable housing units to the list of specified prohousing local policies.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |  |
| <a href="#">AB 1035</a><br><a href="#">Salas</a>   | Amended<br>4/5/2021     | Senate Transportation | <b>Department of Transportation and local agencies: streets and highways: recycled materials.</b> Would require the Department of Transportation and a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating streets and highways and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method. The bill would require, on and after January 1, 2025, a local agency that has jurisdiction over a street or highway, to the extent feasible, to apply standard specifications that allow for the use of recycled materials in streets and highways, as specified. By increasing the duties of local agencies, this bill would impose a state-mandated local program. |  |  |

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| <a href="#"><b>AB 1047</b></a><br><a href="#">Daly</a>   | Amended<br>3/26/2021    | Assembly 2 year         | <b>Road Repair and Accountability Act of 2017: reporting internet website.</b> Would require the Transportation Agency to improve the capability of the SB 1 internet website hosted by the agency to provide a comprehensive one-stop reporting interface available to the public. The bill would require the interface to provide timely fiscal information compiled from data provided by each administering agency regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from SB 1.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |  |
| <a href="#"><b>AB 1049</b></a><br><a href="#">Davies</a> | Introduced<br>2/18/2021 | Assembly Transportation | <b>Public Transportation Account: loan repayment.</b> Current law requires the transfer of a specified portion of the sales tax on diesel fuel to the Public Transportation Account, a trust fund in the State Transportation Fund. Current law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) Program. Current law provides for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer specified amounts totaling up to \$55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require \$54,000,000 from these loans to be repaid to the Public Transportation Account and would provide that these repaid funds are available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic. |  |  |

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| <a href="#">AB 1056</a><br><a href="#">Grayson</a> | Amended<br>3/18/2021    | Assembly 2 year | <b>Infrastructure financing: industrialized housing.</b> The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the California Infrastructure and Economic Development Bank (bank) and sets forth the powers and duties of the bank including authority to make loans, issue bonds, and provide financial assistance relating to economic development or public development facilities. This bill would require the Department of Housing and Community Development and the bank to develop a proposed program, as specified, to invest in the building of offsite industrialized housing to support the policy goal of increasing the state's capacity to quickly respond to additional housing needs precipitated by homelessness, wildfires, COVID-19, or other emergency situations. The bill would require the department and the bank to report its recommendations to the Legislature by January 1, 2023, including whether and how industrialized housing would alleviate the state's housing, homelessness, and disaster response needs. |  |  |
| <a href="#">AB 1075</a><br><a href="#">Wicks</a>   | Amended<br>3/18/2021    | Assembly 2 year | <b>Planning and zoning: residential developments.</b> Would require a local government to deem a residential development compliant with its local zoning requirements if the proposed development is located on a site that meets specified requirements, including that the development is not located within a wetland, as defined, or within a very high fire hazard severity zone, as defined, and that the proposed development is zoned residential. The bill would require the residential development to meet certain requirements, including that the development meets objective design review standards. If the proposed project is subject to an inclusionary housing ordinance when the project application is submitted, the bill would require the project to satisfy the requirements of the inclusionary housing ordinance.                                                                                                                                                                                                                               |  |  |
| <a href="#">AB 1091</a><br><a href="#">Berman</a>  | Introduced<br>2/18/2021 | Assembly 2 year | <b>Santa Clara Valley Transportation Authority: board of directors.</b> Current law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Current law vests the government of the VTA in a 12-member board of directors whose terms of office are two years. Under existing law, only members of the county board of supervisors and city council members and mayors of cities in the county are authorized to serve on the board. Current law provides for the appointment of the board members by those local governments, as specified. This bill, on and after July 1, 2022, would reduce the size of the board to 9 members, increase their terms of office to 4 years, and provide for residents living in the county, rather than local officials, to serve on the board, as specified.                                                                                                                   |  |  |

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| <a href="#"><b>AB 1099</b></a><br><a href="#">Rivas, Robert</a> | Amended<br>3/25/2021 | Assembly 2 year      | <b>Environmental equity: principles: bond and fund expenditures.</b> The State General Obligation Bond Law contains procedures for use in authorizing the issuance, sale, and providing for the repayment of, state general obligation bonds. Current law establishes various funds in the State Treasury for purposes of providing financial incentives to eligible entities for specified purposes. This bill would require the administration of proceeds from the sales of bonds issued under a bond act that is enacted by the Legislature and is approved by the voters on or after January 1, 2022, pursuant to the State General Obligation Bond Law and that addresses environmental issues, and the administration of certain funds established on or after January 1, 2022, that provide financial assistance to eligible entities to incorporate certain principles of environmental equity. |  |  |
| <a href="#"><b>AB 1110</b></a><br><a href="#">Rivas, Robert</a> | Amended<br>5/3/2021  | Senate B., P. & E.D. | <b>Zero-emission vehicles: Office of the California Clean Fleet Accelerator: Climate Catalyst Revolving Loan Fund Program.</b> Would establish the Office of the California Clean Fleet Accelerator, administered by GO-Biz. The bill would also create the Clean Vehicles Ombudsperson, to be appointed by and report directly to the Director of GO-Biz, to oversee the activities of the Office of the California Clean Fleet Accelerator. The bill, among other things, would require the ombudsperson, in consultation with the Department of General Services (DGS), to consult with specified entities in identifying all available programs and incentives offered by the state that can help to reduce costs and increase participation in the master service agreement or leveraged procurement agreement, as specified.                                                                       |  |  |
| <a href="#"><b>AB 1135</b></a><br><a href="#">Grayson</a>       | Amended<br>3/25/2021 | Assembly 2 year      | <b>State of California Housing Allocation Act.</b> Would enact the State of California Housing Allocation Act, which would require the Business, Consumer Services, and Housing Agency, HCD, CalHFA, and CTCAC, no later than January 1, 2023, to jointly establish and operate a single, centralized housing funding allocation committee, which would be within the Business, Consumer Services, and Housing Agency and comprised of representatives of those entities. The bill would require the committee to be responsible for allocating state controlled financing to housing developments and to serve as the point of contact for developers seeking to build affordable housing in California.                                                                                                                                                                                                |  |  |

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| <a href="#">AB 1143</a><br><a href="#">Berman</a>   | Amended<br>3/24/2021 | Senate Judiciary             | <b>Civil procedure: restraining orders.</b> Current law permits a person who has suffered harassment, as defined, to file a petition for a temporary restraining order and a restraining order after hearing prohibiting the harassment. Current law requires the petitioner to personally serve the respondent with the petition for the temporary restraining order and restraining order, as applicable, and notice of the hearing. This bill would provide that if the respondent's address is unknown, the court may specify another method of service that is reasonably calculated to give actual notice to the respondent and may prescribe the manner in which proof of service shall be made.                                                                                                                      |  |  |
| <a href="#">AB 1147</a><br><a href="#">Friedman</a> | Amended<br>3/18/2021 | Senate Environmental Quality | <b>Regional transportation plan: Active Transportation Program.</b> Current law requires the Strategic Growth Council, by January 31, 2022, to complete an overview of the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. This bill would require the council to convene key state agencies, metropolitan planning agencies, and local governments to assist the council in completing the report. |  |  |
| <a href="#">AB 1157</a><br><a href="#">Lee</a>      | Amended<br>3/15/2021 | Senate Transportation        | <b>Controller: transportation funds: distribution and reporting requirements.</b> Current law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds. This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year.                                                                                                                                                                                                                                                                                                     |  |  |

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| <a href="#"><b>AB 1174</b></a><br><a href="#">Grayson</a> | Amended<br>4/6/2021 | Senate Housing  | <p><b>Planning and zoning: housing: development application modifications, approvals, and subsequent permits.</b> The Planning and Zoning Law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards, including, among other things, that the development and the site on which it is located satisfy specified location, urbanization, and zoning requirements. Current law provides that a development approved pursuant to the streamlined, ministerial approval process is valid indefinitely if specified requirements are met, and otherwise is valid, except as provided, for 3 years from the date of the final action establishing that approval and remains valid thereafter for a project so long as vertical construction of the development has begun and is in progress. Current law authorizes a development proponent to request a modification to a development that has been approved under the streamlined, ministerial approval process if the request is submitted before the issuance of the final building permit required for construction of the development. This bill would clarify the requirements that must be met for an approved development to be valid indefinitely.</p> |  |  |
| <a href="#"><b>AB 1188</b></a><br><a href="#">Wicks</a>   | Amended<br>5/4/2021 | Assembly 2 year | <p><b>State rental assistance program: data.</b> Current law establishes a program for providing rental assistance, using funding made available pursuant to existing federal law to provide financial assistance and housing stability services to eligible households, as provided, administered by HCD. This bill, in order to ensure that data is available for research and analysis to inform future state policy and programs, would require HCD to retain data from designated sources for at least 10 years, including data on the state rental assistance program, information submitted by eligible grantees that received the federal funding, and data on rental registries operated by local governments, as specified.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |  |



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| <a href="#">AB 1202</a><br><a href="#">Cervantes</a> | Amended<br>4/15/2021    | Assembly 2 year | <p><b>Emergency services: local government: local assistance centers: access and functional needs.</b> The California Disaster Assistance Act authorizes the Office of Emergency Services to establish a model process to assist a community in recovering from an emergency proclaimed by the Governor which may include, among other things, the role of the office to facilitate the establishment of temporary structures, including local assistance centers, showers and bathroom facilities, and temporary administrative offices. Existing law defines the term “emergency plan” for purposes of emergency services provided by local governments. This bill would require a county, including a city and county, to ensure that local assistance centers are accessible to people with access and functional needs, provide accessible notifications about local assistance centers, and provide diverse communication services through partnerships with the county homeless and housing services. The bill would require a county, including a city and county, to designate, prearrange, and procure space, as necessary, to aid in sheltering and transporting its homeless population during local and state emergencies and emergency evacuations.</p> |  |  |
| <a href="#">AB 1209</a><br><a href="#">McCarty</a>   | Introduced<br>2/19/2021 | Assembly 2 year | <p><b>Transportation planning: Sacramento Area Council of Governments: Green Means Go Grant and Loan Program.</b> Would require the Sacramento Area Council of Governments, upon appropriation by the Legislature, to develop and administer the Green Means Go Grant and Loan Program to award competitive grants and revolving loans to cities, counties, and special districts within the Sacramento region for qualifying projects within and benefitting green zones, as defined. The bill would require SACOG, on or before November 1, 2023, and annually thereafter, to submit a report to the Legislature describing the development and administration of that program, amount of moneys awarded pursuant to that program, and status of projects for which that program’s moneys were awarded.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |  |

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| <a href="#"><b>AB 1220</b></a><br><a href="#">Rivas, Luz</a> | Amended<br>5/4/2021     | Senate Rules            | <b>Homelessness: California Interagency Council on Homelessness.</b> Would rename the Homeless Coordinating and Financing Council to the California Interagency Council on Homelessness and remove authorization for the Secretary of Business, Consumer Services and Housing's designee to serve as chair of the council. The bill would also change the composition of the council, as specified, including by creating and specifying the membership of an advisory committee to the council. The bill would also provide that the appointed members of the council or committees serve at the pleasure of their appointing authority. The bill would also require that upon request of the council, a state agency or department that administers one or more state homelessness programs, as described, to participate in council workgroups, task forces, or other similar administrative structures and to provide to the council any relevant information regarding those state homelessness programs. |  |  |
| <a href="#"><b>AB 1226</b></a><br><a href="#">McCarty</a>    | Introduced<br>2/19/2021 | Assembly Transportation | <b>Capitol Corridor rail line: capital improvements: appropriation.</b> Would appropriate an unspecified amount from the General Fund without regard to fiscal years to the Capitol Corridor Joint Powers Authority to invest in capital improvements for the Capitol Corridor.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |  |
| <a href="#"><b>AB 1238</b></a><br><a href="#">Ting</a>       | Amended<br>4/12/2021    | Senate Transportation   | <b>Pedestrian access.</b> Current law prohibits a pedestrian from entering the roadway if the pedestrian is facing a steady circular yellow or yellow arrow warning signal unless otherwise directed by a pedestrian control signal, as specified. This bill would delete that prohibition.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |
| <a href="#"><b>AB 1255</b></a><br><a href="#">Bloom</a>      | Amended<br>4/19/2021    | Assembly 2 year         | <b>Fire prevention: fire risk reduction guidance: local assistance grants.</b> Would require the Natural Resources Agency, on or before July 1, 2023, and in collaboration with specified state agencies and in consultation with certain other state agencies, to develop a guidance document that describes goals, approaches, opportunities, and best practices in each region of the state for ecologically appropriate, habitat-specific fire risk reduction. The bill would require the guidance document to be developed through a public process, including region-specific public workshops hosted by the agency, and would require the agency to post the document on its internet website.                                                                                                                                                                                                                                                                                                          |  |  |

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| <a href="#">AB 1258</a><br><a href="#">Nguyen</a> | Amended<br>3/22/2021 | Assembly 2 year | <b>Housing element: regional housing need plan: judicial review.</b> Under current law the Department of Housing and Community Development, in consultation with each council of governments, determines each region's existing and projected housing needs. Under existing law, upon making that determination, the council of governments may object to the determination, and the department is required to respond to an objection by making a final written determination. Current law requires that, based on the determination of the department, a council of governments, or for cities and counties without a council of governments, the department, adopts a final regional housing need plan that allocates a share of the regional housing need to each locality in the region. This bill would subject the department's final written determination of a region's housing needs to judicial review in an action brought by the council of governments. The bill would also subject the final regional housing need plan adopted by the council of governments or the department, as the case may be, to judicial review. |  |  |
| <a href="#">AB 1271</a><br><a href="#">Ting</a>   | Amended<br>4/19/2021 | Assembly 2 year | <b>Surplus land.</b> Would add to the definition of "exempt surplus land" a former military base or other planned residential or mixed-use development of adjacent or nonadjacent parcels of greater than 5 total acres, that are subject to a written plan, where at least one of the owners is a local agency and meets other specified criteria. This bill would provide that the surplus land provisions as specified do not preclude a local agency that purchases surplus land from a disposing agency from reconveying the surplus land to a nonprofit or for-profit housing developer for development of low- and moderate-income housing as authorized under other provisions of law. The bill would provide that any local agency disposing of surplus land to a specified entity that intends to use the land for specified purposes, including low- and moderate-income housing purposes, may provide for a payment period of up to 20 years in any contract of sale or sale by trust deed for the land.                                                                                                                    |  |  |

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| <a href="#">AB 1277</a><br><a href="#">Rubio, Blanca</a> | Amended<br>4/19/2021    | Assembly 2 year | <p><b>California Environmental Quality Act: student housing development projects: expedited judicial review.</b> CEQA requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA and a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. This bill would authorize a public university, as defined, carrying out a project to certify the project as a student housing development project if the project meets certain requirements.</p>                |  |  |
| <a href="#">AB 1295</a><br><a href="#">Muratsuchi</a>    | Introduced<br>2/19/2021 | Assembly 2 year | <p><b>Residential development agreements: very high fire risk areas.</b> Current law requires the Director of Forestry and Fire Protection to identify areas in the state as very high fire hazard severity zones based on the severity of fire hazard that is expected to prevail in those areas, as specified, and requires each local agency to designate, by ordinance, the very high fire hazard severity zones in its jurisdiction. Current law additionally requires the director to classify lands within state responsibility areas into fire hazard severity zones. This bill, beginning on or after January 1, 2022, would prohibit the legislative body of a city or county from entering into a residential development agreement for property located in a very high fire risk area. The bill would define "very high fire risk area" for these purposes to mean a very high fire hazard severity zone designated by a local agency or a fire hazard severity zone classified by the director.</p> |  |  |

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| <a href="#">AB 1297</a><br><a href="#">Holden</a>        | Amended<br>5/20/2021 | Senate B., P. & E.D. | <b>California Infrastructure and Economic Development Bank: public and economic development facilities: housing.</b> The Bergeson-Peace Infrastructure and Economic Development Bank Act defines “public development facilities” for these purposes to mean real and personal property, structures, conveyances, equipment, thoroughfares, buildings, and supporting components thereof, excluding any housing, that are directly related to providing, among other things, housing-related infrastructure, as specified. The act defines “economic development facilities” for these purposes to mean real and personal property, structures, buildings, equipment, and supporting components thereof that are used to provide industrial, recreational, research, commercial, utility, goods movement, or service enterprise facilities, community, educational, cultural, or social welfare facilities and any parts or combinations thereof, and all necessary facilities or infrastructure, excluding any housing. This bill would authorize economic development facilities and public development facilities to include housing if the housing meets certain financing requirements and limits, as specified. |  |  |
| <a href="#">AB 1304</a><br><a href="#">Santiago</a>      | Amended<br>4/5/2021  | Senate Housing       | <b>Affirmatively further fair housing: housing element: inventory of land.</b> Current law requires a public agency, as defined, to administer its programs and activities relating to housing and community development in a manner to affirmatively further fair housing, and to not take any action that is materially inconsistent with this obligation. This bill would clarify that a local agency has a mandatory duty to comply with the obligation described above. The bill would specify that this provision is a clarification of current law and not to be deemed a change in previous law.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |  |
| <a href="#">AB 1322</a><br><a href="#">Rivas, Robert</a> | Amended<br>5/4/2021  | Senate Gov. & F.     | <b>Land use: local measures: conflicts.</b> Current law authorizes the legislative body of any county or city to adopt ordinances that do certain things related to land use, including, but not limited to, regulating the use of buildings, structures, and land as between industry, business, residences, open space, including agriculture, recreation, enjoyment of scenic beauty, use of natural resources, and other purposes, regulating the size and use of lots, yards, courts, and other open spaces, and the intensity of land use. This bill, among other things, would authorize a governing body, defined as a city council or board of supervisors, to commence proceedings pursuant to specified provisions, to determine whether a local measure, defined as any provision of the charter, general plan, or ordinances of the city, county, or city and county that has been approved by the electorate, is in conflict with any of the specified state laws regarding housing. The bill would provide that the governing body cannot be compelled to undertake those proceedings.                                                                                                                |  |  |

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| <a href="#">AB 1329</a><br><a href="#">Nazarian</a>   | Amended<br>5/4/2021  | Senate Housing                   | <b>Building codes: earthquakes: functional recovery standard.</b> Would, in addition to making specified findings and declarations, require the Building Standards Commission to develop, adopt, and publish building standards that would require new construction of buildings, except for buildings regulated by the Office of Statewide Health Planning and Development or the Division of the State Architect, to be designed and built to a functional recovery standard, as defined, for earthquake loads. The bill would require the commission to actively consult with interested parties, as specified, in proposing and adopting functional recovery standards.                                                                                                                                                                                                                                                                                                                                                                                      |  |  |
| <a href="#">AB 1337</a><br><a href="#">Lee</a>        | Amended<br>4/7/2021  | Senate Public Safety             | <b>Transportation: transit district policing responsibilities.</b> Under current law, a person who enters or remains upon any land, facilities, or vehicles owned, leased, or possessed by specified transit entities that are used to provide public transportation by rail or passenger bus, or are directly related to that use, without permission, or whose entry, presence, or conduct upon the property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility, is guilty of a misdemeanor. This bill would specify that a person who enters or remains upon any property, facilities, or vehicles upon which the applicable transit entity owes policing responsibilities to a local government pursuant to an operations and maintenance agreement or similar interagency agreement without permission, or whose entry, presence, or conduct upon that property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility, is guilty of a misdemeanor. |  |  |
| <a href="#">AB 1358</a><br><a href="#">Muratsuchi</a> | Amended<br>5/24/2021 | Senate Governmental Organization | <b>Demographics: ancestry and ethnic origin.</b> Current law requires specified agencies to use additional separate collection categories and other tabulations for major Asian groups and Native Hawaiian and other Pacific Islander groups. This bill would require those specified agencies to also use additional separate collection categories and other tabulations for specified Hispanic, Latino, or Spanish groups, Caribbean groups, and Black or African American groups.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |  |

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| <a href="#">AB 1365</a><br><a href="#">Bonta</a>       | Amended<br>3/25/2021    | Assembly Natural Resources | <b>Public contracts: clean concrete.</b> The State Contract Act governs the bidding and award of public works contracts by specific state departments and requires an awarding department, before entering into any contract for a project, to prepare full, complete, and accurate plans and specifications and estimates of cost. This bill would require the Department of General Services, on or before January 1, 2024, to establish and publish a maximum acceptable global warming potential for concrete, as specified. The bill would, beginning January 1, 2022, require an awarding authority to require a winning bidder for an eligible project to submit an Environmental Product Declaration developed in accordance with specified standards prior to installation of any concrete products..                                                                                                                              |  |  |
| <a href="#">AB 1370</a><br><a href="#">Quirk-Silva</a> | Amended<br>3/18/2021    | Assembly 2 year            | <b>Housing element: annual report: housing units.</b> The Planning and Zoning Law requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. Current law requires the planning agency of a city or county to provide an annual report that includes specified information by April 1 of each year to specified entities, including the Department of Housing and Community Development. Among other things, existing law requires that this report include the progress in meeting the city's or county's share of regional housing needs and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing, as specified. This bill would additionally require that the annual report include the total number of housing units that received a certificate of occupancy in the prior year. |  |  |
| <a href="#">AB 1372</a><br><a href="#">Muratsuchi</a>  | Introduced<br>2/19/2021 | Assembly 2 year            | <b>Right to temporary shelter.</b> Would require every city, or every county in the case of unincorporated areas, to provide every person who is homeless, as defined, with temporary shelter, mental health treatment, resources for job placement, and job training until the person obtains permanent housing if the person has actively sought temporary shelter in the jurisdiction for at least 3 consecutive days and has been unable to gain entry into all temporary shelters they sought for specified reasons. The bill would require the city or county, as applicable, to provide a rent subsidy, as specified, if it is unable to provide temporary shelter. The bill would authorize a person who is homeless to enforce the bill's provisions by bringing a civil action.                                                                                                                                                   |  |  |

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| <a href="#">AB 1384</a><br><a href="#">Gabriel</a>    | Introduced<br>2/19/2021 | Senate Natural Resources<br>and Water | <b>Resiliency Through Adaptation, Economic Vitality, and Equity Act of 2022.</b> Would require the Strategic Growth Council to develop and coordinate a strategic resiliency framework that makes recommendations and identifies actions that are necessary to prepare the state for the most significant climate change impacts modeled for 2025, 2050, and beyond, among other goals. The bill would require state agencies identified in the strategic resiliency framework to collaboratively engage with regional entities to enhance policy and funding coordination and promote regional solutions and implementation and to proactively engage vulnerable communities whose planning and project development efforts have been disproportionately impacted by climate change, as provided. The bill would authorize the Treasurer, and the financing authorities that the Treasurer chairs, to assist state agencies by leveraging public and private capital investment to help with loans and other incentives to attain the goals identified in the strategic resiliency framework. |  |  |
| <a href="#">AB 1395</a><br><a href="#">Muratsuchi</a> | Amended<br>5/4/2021     | Senate Rules                          | <b>Greenhouse gases: carbon neutrality.</b> Would declare the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045, and to achieve and maintain net negative greenhouse gas emissions thereafter. The bill would require the State Air Resources Board to work with relevant state agencies to ensure that updates to the scoping plan identify and recommend measures to achieve these policy goals, to ensure that by 2045 statewide anthropogenic greenhouse gas emissions are reduced to at least 90% below the 1990 level, and to prioritize the use of nature-based solutions in California to achieve carbon neutrality. The bill would require the state board to work with relevant agencies to establish criteria for the use of technology-based solutions for purposes of achieving these policy goals. The bill would impose other requirements on state agencies relating to working toward these policy goals.                                                                                                                          |  |  |



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| <a href="#">AB 1398</a><br><br><a href="#">Bloom</a>    | Amended<br>5/3/2021  | Senate Housing | <p><b>Planning and zoning: housing element: rezoning of sites: prohousing local policies.</b> The Planning and Zoning Law, requires a county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other things, a housing element. Current law requires that the housing element include, among other things, an inventory of land suitable and available for residential development. If the inventory of sites does not identify adequate sites to accommodate the need for groups of all household income levels, as provided, current law requires that the local government rezone sites within specified time periods. If the local government fails to adopt a housing element within 120 days of the applicable statutory deadline, existing law requires that the local government (A) complete this rezoning no later than 3 years and 120 days from the statutory deadline for the adoption of the housing element and (B) revise its housing element every 4 years until the local government has adopted at least 2 consecutive revisions by the statutory deadline. This bill would require that a local government that fails to adopt a housing element that the Department of Housing and Community Development has found to be in substantial compliance with state law within 120 days of the statutory deadline to complete this rezoning no later than one year from the statutory deadline for the adoption of the housing element.</p> |                                   |                                  |
| <a href="#">AB 1401</a><br><br><a href="#">Friedman</a> | Amended<br>4/19/2021 | Senate Rules   | <p><b>Residential and commercial development: parking requirements.</b> Would prohibit a local government from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile walking distance of public transit, as defined. The bill would not preclude a local government from imposing requirements when a project provides parking voluntarily to require spaces for car share vehicles. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a new multifamily or nonresidential development to provide electric vehicle parking spaces or parking spaces that are accessible to persons with disabilities, as specified.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Support and<br>Seek<br>Amendments | Support and<br>Seek<br>Amendment |

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| <a href="#">AB 1409</a><br><a href="#">Levine</a> | Introduced<br>2/19/2021 | Senate Gov. & F. | <b>Planning and zoning: general plan: safety element.</b> Current law, upon the next revision of a local hazard mitigation plan on or after January 1, 2022, or beginning on or before January 1, 2022, if a local jurisdiction has not adopted a local hazard mitigation plan, requires the safety element to be reviewed and updated as necessary to identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios. This bill would also require the safety element to be reviewed and updated to identify evacuation locations. By increasing the duties of local planning officials with respect to the update of general plans, this bill would impose a state-mandated local program.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |  |
| <a href="#">AB 1442</a><br><a href="#">Ting</a>   | Introduced<br>2/19/2021 | Assembly Print   | <b>Accessory dwelling units.</b> Current law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units to allow single-family or multifamily dwelling residential use in accordance with specified standards and conditions. Current law, with certain exceptions, prohibits a local agency from using or imposing any additional standards, including, until January 1, 2025, owner-occupant requirements. This bill would make nonsubstantive changes to the latter provisions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |  |
| <a href="#">AB 1445</a><br><a href="#">Levine</a> | Introduced<br>2/19/2021 | Assembly 2 year  | <b>Planning and zoning: regional housing need allocation: climate change impacts.</b> The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other mandatory elements, a housing element. For the 4th and subsequent revisions of the housing element, current law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region. Current law requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Current law requires that the final regional housing plan adopted by a council of governments, or a delegate subregion, as applicable, be based on a methodology that includes specified factors, and similarly requires that the department take into consideration specified factors in distributing regional housing need, as provided. This bill would require that a council of governments, a delegate subregion, or the department, as applicable, additionally consider among these factors emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change. |  |  |

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| <a href="#">AB 1449</a><br><a href="#">Wicks</a>      | Introduced<br>2/19/2021 | Assembly 2 year | <b>Housing.</b> The State Housing Law establishes statewide construction and occupancy standards for buildings used for human habitation. That law requires the building department of every city or county to enforce within its jurisdiction the provisions of the State Building Standards Code, the provisions of the State Housing Law, and specified other rules and regulations promulgated pursuant to that law. This bill would make nonsubstantive changes to the provision naming the State Housing Law.                                                                                                                                                                                                                                                                                                                                            |  |  |
| <a href="#">AB 1453</a><br><a href="#">Muratsuchi</a> | Introduced<br>2/19/2021 | Assembly 2 year | <b>Environmental justice: Just Transition Advisory Commission: Just Transition Plan.</b> Would, until January 1, 2028, establish the Just Transition Advisory Commission, consisting of specified members, in the Labor and Workforce Development Agency and would require the commission, through a public process, to develop and adopt, on or before January 1, 2024, the Just Transition Plan that contains recommendations to transition the state's economy to a climate-resilient and low-carbon economy that maximizes the benefits of climate actions while minimizing burdens to workers, especially workers in the fossil fuel industry, and their communities, especially communities that face disproportionate burdens from pollution. The bill would require the commission to submit the plan to the Legislature on or before January 1, 2024. |  |  |
| <a href="#">AB 1459</a><br><a href="#">Patterson</a>  | Introduced<br>2/19/2021 | Assembly 2 year | <b>Home hardening and defensible space clearance.</b> Would state the intent of the Legislature to enact legislation that would provide funding for grants to homeowners in very high fire hazard severity zones for home hardening and defensible space clearance efforts.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |
| <a href="#">AB 1462</a><br><a href="#">Fong</a>       | Introduced<br>2/19/2021 | Assembly 2 year | <b>Affordable housing: grant programs: progress payments.</b> Current law establishes various housing programs administered by the Department of Housing and Community Development, including, among others, the CalHome Program to enable low- and very low income households to become or remain homeowners and the California Emergency Solutions Grants Program the purpose of addressing the crisis of homelessness in California. This bill would require the department to establish and administer a progress payment option for grants distributed pursuant to any program administered by the department that relates to the development of affordable housing, including, among other, the CalHome Program and the California Emergency Solutions Grants Program described above.                                                                   |  |  |

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| <a href="#">AB 1486</a><br><a href="#">Carrillo</a> | Amended<br>4/21/2021 | Assembly 2 year | <b>California Environmental Quality Act: housing.</b> CEQA establishes a procedure by which a person may seek judicial review of a decision of the lead agency made pursuant to CEQA. If an action or proceeding is brought seeking judicial review, CEQA establishes a procedure for the preparation of the record of proceedings upon the filing of an action or proceeding and requires the lead agency to prepare and certify the record of proceedings, but authorizes the plaintiff or petitioner to elect to prepare the record of proceedings. This bill, in an action or proceeding seeking judicial review under CEQA of certain actions taken by a city with a certain population or by a city and county before January 1, 2025, defined as a "housing element update project," would prohibit a court from enjoining, invalidating, voiding, setting aside, or issuing an order to suspend, invalidate, rescind, void, or set aside the decision for the housing element update project, except to the extent the court finds it necessary to avoid an imminent threat to public health and safety. |  |  |
| <a href="#">AB 1492</a><br><a href="#">Bloom</a>    | Amended<br>4/21/2021 | Assembly 2 year | <b>Department of Housing and Community Development: high-opportunity areas and sensitive communities.</b> Current law establishes the Department of Housing and Community Development within the Business, Consumer Services, and Housing Agency and sets forth its powers and duties, including, among other things, responsibility for coordinating federal-state relationships in housing and community development and assisting communities and persons to avail themselves of state housing programs. This bill would require the department to designate areas in this state as high-opportunity areas and sensitive communities, as provided, by January 1, 2023, in accordance with specified requirements. The bill would require the department to update those designations every 5 years, or more frequently at the discretion of the department..                                                                                                                                                                                                                                                  |  |  |
| <a href="#">AB 1499</a><br><a href="#">Daly</a>     | Amended<br>5/24/2021 | Senate Rules    | <b>Transportation: design-build: highways.</b> Current law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Current law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system, as specified. Current law repeals these provisions on January 1, 2024, or one year from the date that the Department of Transportation posts on its internet website that the provisions described below related to construction inspection services for these projects have been held by a court to be invalid. This bill would extend the operation of these provisions until January 1, 2034. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2033, on its experience with design-build procurement.                                                                                                                                |  |  |

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| <a href="#"><b>AB 1500</b></a><br><a href="#">Garcia, Eduardo</a> | Amended<br>5/11/2021    | Assembly Rules            | <b>Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022.</b> Would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$7,080,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, and workforce development programs.                                                                                                                                                                                                                                                | Support and Seek Amendments | Support and Seek Amendment |
| <a href="#"><b>AB 1521</b></a><br><a href="#">Kamlager</a>        | Introduced<br>2/19/2021 | Assembly 2 year           | <b>Earthquake protection standards.</b> Current law requires that every building or structure, and every portion thereof, be designed and constructed to resist stresses produced by lateral forces as provided in the State Building Standards Code. Current law requires city and county building departments to enforce these provisions and prohibits a person from constructing a building subject to these requirements without obtaining a written permit for that purpose from the appropriate enforcement agency. Current law excludes certain buildings from these requirements, including a building not intended primarily for occupancy by human beings and located entirely outside the limits of a city or city and county. This bill would make nonsubstantive changes to these exclusions.                                                                                                        |                             |                            |
| <a href="#"><b>ACA 1</b></a><br><a href="#">Aguiar-Curry</a>      | Introduced<br>12/7/2020 | Assembly Local Government | <b>Local government financing: affordable housing and public infrastructure: voter approval.</b> The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. |                             |                            |

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| <a href="#">ACA 7</a><br><a href="#">Muratsuchi</a> | Introduced<br>3/16/2021 | Assembly Print             | <b>Local government: police power: municipal affairs: land use and zoning.</b> Would provide that a county or city ordinance or regulation enacted under the police power that regulates the zoning or use of land within the boundaries of the county or city would prevail over conflicting general laws, with specified exceptions. The measure, in the event of the conflict with a state statute, would also specify that a city charter provision, or an ordinance or regulation adopted pursuant to a city charter, that regulates the zoning or use of land within the boundaries of the city is deemed to address a municipal affair and prevails over a conflicting state statute, except that the measure would provide that a court may determine that a city charter provision, ordinance, or regulation addresses either a matter of statewide concern or a municipal affair if it conflicts with specified state statutes. The measure would make findings in this regard and provide that its provisions are severable. |  |  |
| <a href="#">ACR 33</a><br><a href="#">Friedman</a>  | Introduced<br>2/19/2021 | Assembly Natural Resources | <b>Wildfire mitigation.</b> This measure would state the Legislature's commitment to improving wildfire outcomes in the State of California by investing in science-based wildfire mitigation strategies that will benefit the health of California forests and communities. The measure would also state that the Legislature calls upon public and private stakeholders to work jointly to identify, discuss, and refine, as necessary, procedures concerning treatment of forested lands for the purpose of, among other things, wildfire risk mitigation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |  |
| <a href="#">SB 1</a><br><a href="#">Atkins</a>      | Amended<br>3/23/2021    | Assembly Natural Resources | <b>Coastal resources: sea level rise.</b> The California Coastal Act of 1976 establishes the California Coastal Commission and provides for planning and regulation of development in the coastal zone, as defined. The act requires the commission, within 90 days after January 1, 1977, to adopt, after public hearing, procedures for the preparation, submission, approval, appeal, certification, and amendment of a local coastal program, including a common methodology for the preparation of, and the determination of the scope of, the local coastal programs, as provided. This bill would also include, as part of the procedures the commission is required to adopt, recommendations and guidelines for the identification, assessment, minimization, and mitigation of sea level rise within each local coastal program, as provided. The bill would delete the timeframe specified above by which the commission is required to adopt these procedures.                                                              |  |  |

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| <a href="#">SB 5</a><br><a href="#">Atkins</a>  | Amended<br>3/10/2021   | Senate Housing   | <b>Affordable Housing Bond Act of 2022.</b> Would enact the Affordable Housing Bond Act of 2022, which, if adopted, would authorize the issuance of bonds in the amount of \$6,500,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to fund affordable rental housing and homeownership programs. The bill would state the intent of the Legislature to determine the allocation of those funds to specific programs. This bill would provide for submission of the bond act to the voters at the November 8, 2022, statewide general election in accordance with specified law.                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |         |
| <a href="#">SB 7</a><br><a href="#">Atkins</a>  | Chaptered<br>5/20/2021 | Senate Chaptered | <b>Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.</b> Would enact the Jobs and Economic Improvement Through Environmental Leadership Act of 2021, which would reenact the former leadership act, with certain changes, and would authorize the Governor, until January 1, 2024, to certify projects that meet specified requirements for streamlining benefits related to CEQA. The bill would additionally include housing development projects, as defined, meeting certain conditions as projects eligible for certification. The bill would, except for those housing development projects, require the quantification and mitigation of the impacts of a project from the emissions of greenhouse gases, as provided. The bill would revise and recast the labor-related requirements for projects undertaken by both public agencies and private entities. The bill would provide that the Governor is authorized to certify a project before the lead agency certifies the final EIR for the project.                                 | Support | Support |
| <a href="#">SB 10</a><br><a href="#">Wiener</a> | Amended<br>5/26/2021   | Assembly Desk    | <b>Planning and zoning: housing development: density.</b> Would, notwithstanding any local restrictions on adopting zoning ordinances, authorize a local government to adopt an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area or an urban infill site, as those terms are defined. The bill would specify that an ordinance adopted under these provisions, and any resolution to amend the jurisdiction's General Plan, ordinance, or other local regulation adopted to be consistent with that ordinance, is not a project for purposes of the California Environmental Quality Act. The bill would impose specified requirements on a zoning ordinance adopted under these provisions, including a requirement that the zoning ordinance clearly demarcate the areas that are subject to the ordinance and that the legislative body make a finding that the ordinance is consistent with the city or county's obligation to affirmatively further fair housing. | Support | Support |



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| <a href="#">SB 12</a><br><a href="#">McGuire</a>    | Amended<br>5/4/2021     | Assembly Desk                              | <b>Local government: planning and zoning: wildfires.</b> Current law requires that the Office of Planning and Research, among other things, coordinate with appropriate entities, including state, regional, or local agencies, to establish a clearinghouse for climate adaptation information for use by state, regional, and local entities, as provided. This bill would require the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after July 1, 2024, whichever occurs first, to be reviewed and updated as necessary to include a comprehensive retrofit strategy to reduce the risk of property loss and damage during wildfires, as specified, and would require the planning agency to submit the adopted strategy to the Office of Planning and Research for inclusion into the above-described clearinghouse.                                                                                                                                                                                                                                                                     |  |  |
| <a href="#">SB 36</a><br><a href="#">Skinner</a>    | Introduced<br>12/7/2020 | Senate Rules                               | <b>Energy efficiency.</b> Current law authorizes the State Energy Resources Conservation and Development Commission to prescribe, by regulation, energy efficiency standards, including appliance efficiency standards. This bill would make nonsubstantive revisions to these provisions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |
| <a href="#">SB 45</a><br><a href="#">Portantino</a> | Amended<br>4/8/2021     | Senate Inactive File                       | <b>Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022.</b> Would enact the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$5,595,000,000 pursuant to the State General Obligation Bond Law to finance projects for a wildfire prevention, safe drinking water, drought preparation, and flood protection program.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |  |
| <a href="#">SB 51</a><br><a href="#">Durazo</a>     | Amended<br>5/27/2021    | Assembly Housing and Community Development | <b>Surplus residential property.</b> Current law prescribes requirements for the disposal of surplus land by a local agency, as defined. This bill, except in the case of specified property, would additionally provide that the surplus land disposal procedures as they existed on December 31, 2019, apply if a local agency, as of September 30, 2019, has issued a competitive request for proposals that seeks development proposals seeking development proposals for the property that includes a residential component of at least 100 residential units and 25% of the total units developed comply with specified affordability criteria, provided that a disposition and development agreement, as defined, is entered into not later than December 31, 2024. If the property is not disposed of pursuant to a qualifying disposition and development agreement before March 31, 2026, or if no disposition and development agreement is entered into before December 31, 2024, the bill would require that future negotiations for and disposition of the property comply with the surplus land disposal procedures then in effect. |  |  |



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| <a href="#">SB 69</a><br><br><a href="#">McGuire</a> | Amended<br>4/26/2021 | Assembly Desk    | <p><b>North Coast Railroad Authority: right-of-way: Great Redwood Trail Agency: Sonoma-Marin Area Rail Transit District.</b> Current law creates, within the Counties of Sonoma and Marin, the Sonoma-Marin Area Rail Transit District, which is governed by a 12-member board of directors, with specified duties and powers. Existing law requires the district to work with specified authorities, including the North Coast Railroad Authority, to achieve a safe, efficient, and compatible system of passenger and freight rail service and authorizes the district to, among other things, provide a rail transit system for the provision of freight service by rail and own, operate, manage, and maintain a passenger rail system within the territory of the district. This bill would require the authority, or a successor agency, to convey and transfer all of its rights, interests, privileges, and title, lien free, relating to the southern portion of a specified right-of-way to the district, as provided.</p> |  |  |
| <a href="#">SB 99</a><br><br><a href="#">Dodd</a>    | Amended<br>4/12/2021 | Assembly U. & E. | <p><b>Community Energy Resilience Act of 2021.</b> This bill, the Community Energy Resilience Act of 2021, would require the commission to develop and implement a grant program for local governments to develop community energy resilience plans and expedite permit review of distributed energy resources. The bill would authorize a community choice aggregator or other regional energy collaborative to apply for funding and prepare a community energy resilience plan on behalf of one or more of the local governments it serves upon request of that local government. The bill would set forth guiding principles for plan development, including equitable access to reliable energy, as provided. The bill would require plans to be consistent with the city, county, or city and county general plan and other local government planning documents.</p>                                                                                                                                                            |  |  |

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| <a href="#"><b>SB 210</b></a><br><a href="#">Wiener</a> | Amended<br>3/15/2021 | Senate 2 year | <p><b>Automated license plate recognition systems: use of data.</b> Current law authorizes the Department of the California Highway Patrol to retain license plate data captured by license plate reader technology, also referred to as an automated license plate recognition (ALPR) system, for not more than 60 days unless the data is being used as evidence or for the investigation of felonies. Current law authorizes the department to share that data with law enforcement agencies for specified purposes and requires both an ALPR operator and an ALPR end-user, as those terms are defined, to implement a usage and privacy policy regarding that ALPR information, as specified. Current law requires that the usage and privacy policy implemented by an ALPR operator or an ALPR end-user include the length of time ALPR information will be retained and the process the ALPR operator and ALPR end-user will utilize to determine if and when to destroy retained ALPR information. This bill would include in those usage and privacy policies a requirement that, if the ALPR operator or ALPR end-user is a public agency and not an airport authority, ALPR data that does not match a hot list be destroyed within 24 hours.</p> |  |  |
| <a href="#"><b>SB 222</b></a><br><a href="#">Dodd</a>   | Amended<br>5/20/2021 | Assembly Desk | <p><b>Water Rate Assistance Program.</b> This bill would establish the Water Rate Assistance Fund in the State Treasury to help provide water affordability assistance, for both drinking water and wastewater services, to low-income ratepayers and ratepayers experiencing economic hardship in California. The bill would require the Department of Community Services and Development to develop and administer the Water Rate Assistance Program established by the bill.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |  |
| <a href="#"><b>SB 234</b></a><br><a href="#">Wiener</a> | Amended<br>4/26/2021 | Senate 2 year | <p><b>Transition Aged Youth Housing Program.</b> Would establish the Transition Aged Youth Housing Program for the purpose of creating housing for transition aged youth under 26 years of age, who have been removed from their homes, are experiencing homelessness unaccompanied by a parent or legal guardian, or are under the jurisdiction of a court, as specified, and would require the council to develop, implement, and administer the program.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |  |

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| <a href="#">SB 261</a><br><br><a href="#">Allen</a>      | Introduced<br>1/27/2021 | Senate 2 year             | <p><b>Regional transportation plans: sustainable communities strategies.</b> current law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires that each regional transportation plan include a sustainable communities strategy developed to achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035 established by the State Air Resources Board. This bill would require that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the board. The bill would make various conforming changes to integrate those additional targets into regional transportation plans.</p>                                                                                                                                                          |  |  |
| <a href="#">SB 274</a><br><br><a href="#">Wieckowski</a> | Amended<br>4/5/2021     | Assembly Local Government | <p><b>Local government meetings: agenda and documents.</b> The Ralph M. Brown Act requires meetings of the legislative body of a local agency to be open and public and also requires regular and special meetings of the legislative body to be held within the boundaries of the territory over which the local agency exercises jurisdiction, with specified exceptions. Current law authorizes a person to request that a copy of an agenda, or a copy of all the documents constituting the agenda packet, of any meeting of a legislative body be mailed to that person. This bill would require a local agency with an internet website, or its designee, to email a copy of, or website link to, the agenda or a copy of all the documents constituting the agenda packet if the person requests that the items be delivered by email. If a local agency determines it to be technologically infeasible to send a copy of the documents or a link to a website that contains the documents by email or by other electronic means, the bill would require the legislative body or its designee to send by mail a copy of the agenda or a website link to the agenda and to mail a copy of all other documents constituting the agenda packet, as specified.</p> |  |  |

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| <a href="#"><b>SB 290</b></a><br><a href="#">Skinner</a> | Introduced<br>2/1/2021 | Assembly Housing and<br>Community Development | <b>Density Bonus Law: qualifications for incentives or concessions: student housing for lower income students: moderate-income persons and families: local government constraints.</b> Current law requires the amount of a density bonus and the number of incentives or concessions a qualifying developer receives to be pursuant to a certain formula based on the total number of units in the housing development, as specified. This bill would require a unit designated to satisfy the inclusionary zoning requirements of a city or county to be included in the total number of units on which a density bonus and the number of incentives or concessions are based. The bill would require a city or county to grant one incentive or concession for a student housing development project that will include at least 20% of the total units for lower income students.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |  |
| <a href="#"><b>SB 330</b></a><br><a href="#">Durazo</a>  | Amended<br>5/27/2021   | Assembly Desk                                 | <b>California Community Colleges: affordable housing.</b> Current law authorizes the governing board of a community college district to let to any private person, firm, or corporation, any real property that belongs to the community college district if the instrument by which the property is let requires the lessee to construct on the demised premises, or provide for the construction on the real property of, a building or buildings for the joint use of the community college district and the private person, firm, or corporation during the term of the lease or agreement if certain conditions are met, including that no rental fee or other charge for the use of the building or buildings is paid by the community college district. Current law defines "public works," for the purposes of regulating public works contracts, as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. This bill would additionally authorize a community college district to let to any nonprofit entity any real property, as specified. The bill would authorize the community college district to agree to a rental fee or other charge for that use if the constructed building or buildings are developed and operated as affordable housing for students or employees, as defined, of the community college district, or for both those students and employees. |  |  |

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| <a href="#">SB 339</a><br><a href="#">Wiener</a> | Amended<br>5/20/2021    | Assembly Desk    | <b>Vehicles: road usage charge pilot program.</b> Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Current law repeals these provisions on January 1, 2023. This bill would extend the operation of these provisions until January 1, 2027.                                                                                                                                                                                                                                 |  |  |
| <a href="#">SB 345</a><br><a href="#">Becker</a> | Amended<br>3/23/2021    | Senate 2 year    | <b>Energy programs and projects: nonenergy benefits.</b> Would require the Public Utilities Commission to (1) begin the process, by January 1, 2023, to establish common definitions of nonenergy benefits and attempt to determine consistent values and methodologies for use in assigning priority access to authorized funds by distributed energy resource programs, (2) prioritize the use of authorized funding to support distributed energy resource programs and projects that provide the greatest nonenergy benefits, particularly for disadvantaged communities, and (3) track the demonstrated nonenergy benefits resulting from distributed energy resource programs during program evaluations and make this data available publicly on the commission's internet website. The bill would prohibit the calculation of nonenergy benefits from being used in a manner that results in incremental cost shifting to nonparticipating customers or from being used to determine the cost effectiveness of distribution deferral projects or to estimate the value of avoided costs for use in evaluating distributed energy resource programs. |  |  |
| <a href="#">SB 440</a><br><a href="#">Dodd</a>   | Introduced<br>2/16/2021 | Senate Insurance | <b>Earthquake and wildfire loss mitigation.</b> Would require the Wildfire Fund Administrator, the Office of Emergency Services, and the Office of Energy Infrastructure Safety to create the California Wildfire Residential Loss Mitigation Program as a joint powers authority. The bill would require that program to provide mitigation against wildfire risk, including a grant program to assist qualifying owners to retrofit their structures to protect against wildfire or to create a defensible space around their structures. The bill would establish the Wildfire Loss Mitigation Fund as a continuously appropriated subaccount in the Wildfire Fund to fund the program.                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |  |

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| <a href="#">SB 449</a><br><a href="#">Stern</a>   | Amended<br>4/22/2021 | Senate 2 year | <b>Climate-related financial risk.</b> Current law generally provides for the regulation of various financial institutions, including banks, credit unions, and finance lenders, by the Department of Financial Protection and Innovation. Current law requires the Secretary for Environmental Protection to coordinate greenhouse gas emission reductions and climate-change activities in state government. Executive Order N-19-19 requires, among other things, the Department of Finance to create a Climate Investment Framework and to consult with the Office of Planning and Research on the framework. This bill would require a covered entity, as defined, to, on or before December 31, 2022, and annually thereafter, prepare a climate-related financial risk report, as defined, and to submit to the Secretary of State, and make available to the public on its own internet website, a copy of that report.                                                                                                                                                                                                                                                                               |  |  |
| <a href="#">SB 475</a><br><a href="#">Cortese</a> | Amended<br>3/10/2021 | Senate 2 year | <b>Transportation planning: sustainable communities strategies.</b> Would require the State Air Resources Board, on or before June 30, 2023, and in coordination with the California Transportation Commission and the Department of Housing and Community Development, to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at least every 4 years. The bill would delete the provisions related to the Regional Targets Advisory Committee and instead require the State Air Resources Board to appoint, on or before January 31, 2022, the State-Regional Collaborative for Climate, Equity, and Resilience, consisting of representatives of various entities. The bill would require the State-Regional Collaborative for Climate, Equity, and Resilience to develop a quantitative tool for metropolitan planning organizations to use to evaluate a transportation plan's consistency with long-range greenhouse gas emission reduction targets and recommend guidelines for metropolitan planning organizations to use when crafting long-range strategies that integrate state goals related to climate resilience and social equity. |  |  |

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| <a href="#">SB 477</a><br><a href="#">Wiener</a> | Amended<br>5/20/2021    | Assembly Housing and<br>Community Development | <b>General plan: annual report.</b> The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires the planning agency of a city or county to provide, by April 1 of each year, an annual report to, among other entities, the Department of Housing and Community Development that includes, among other specified information, the number of applications submitted, the location and total number of developments approved, the number of building permits issued, and the number of units constructed pursuant to a specific streamlined, ministerial approval process. This bill would, commencing January 1, 2024, require a planning agency to include in that annual report specified information on costs, standards, and applications for proposed housing development projects and specified information on housing development projects within the jurisdiction.                                                                                        |  |  |
| <a href="#">SB 478</a><br><a href="#">Wiener</a> | Amended<br>5/20/2021    | Assembly Housing and<br>Community Development | <b>Planning and Zoning Law: housing development projects.</b> The Planning and Zoning Law requires the Department of Housing and Community Development to notify the city, county, or city and county, and authorizes the department to notify the Attorney General, that the city, county, or city and county is in violation of state law if the department finds that the housing element or an amendment to that element, or any specified action or failure to act, does not substantially comply with the law as it pertains to housing elements or that any local government has taken an action in violation of certain housing laws. Would prohibit a local agency, as defined, from imposing a floor-to-area ratio standard that is less than 1.0 on a housing development project that consists of 3 to 7 units, or less than 1.25 on a housing development project that consists of 8 to 10 units. The bill would prohibit a local agency from imposing a lot coverage requirement that would preclude a housing development project from achieving the floor-to-area ratios described above. |  |  |
| <a href="#">SB 499</a><br><a href="#">Leyva</a>  | Introduced<br>2/17/2021 | Senate 2 year                                 | <b>General plan: land use element: uses adversely impacting health outcomes.</b> Would prohibit the land use element from designating land uses that have the potential to significantly degrade local air, water, or soil quality or to adversely impact health outcomes in disadvantaged communities to be located, or to materially expand, within or adjacent to a disadvantaged community or a racially and ethnically concentrated area of poverty. By expanding the duties of cities and counties in the administration of their land use planning duties, the bill would impose a state-mandated local program.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |  |

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| <a href="#">SB 500</a><br><br><a href="#">Min</a>    | Amended<br>5/25/2021 | Assembly Desk           | <b>Autonomous vehicles: zero emissions.</b> Current law provides for various programs to promote the use of zero-emission vehicles, including the Clean Vehicle Rebate Project, which was established by the State Air Resources Board as a part of the Air Quality Improvement Program, to promote the use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles, and the Charge Ahead California Initiative, which establishes various goals, including the goal of placing in service at least 1,000,000 zero-emission and near-zero-emission vehicles by January 1, 2023. This bill, commencing January 1, 2030, and to the extent authorized by federal law, would also require the application to the DMV, for specified highly autonomous vehicles, as defined, to include a certification by the State Air Resources Board that the autonomous vehicle produces no tailpipe emissions of criteria pollutants, toxic air contaminants, and greenhouse gases when stationary or operating, including idling.                                                                                                                |  |  |
| <a href="#">SB 533</a><br><br><a href="#">Stern</a>  | Amended<br>5/20/2021 | Assembly Desk           | <b>Electrical corporations: wildfire mitigation plans: deenergization events: microgrids.</b> Would require that an electrical corporation's wildfire mitigation plan identify circuits that have frequently been deenergized to mitigate the risk of wildfire and the measures taken, or planned to be taken, by the electrical corporation to reduce the need for future deenergization of those circuits, including replacing, hardening, or undergrounding any portion of the circuit or of upstream transmission or distribution lines, or the installation of microgrids.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |  |
| <a href="#">SB 548</a><br><br><a href="#">Eggman</a> | Amended<br>4/5/2021  | Assembly Transportation | <b>Tri-Valley-San Joaquin Valley Regional Rail Authority: transit connectivity.</b> Current law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity, between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley, as defined, region of California. Current law gives the authority all of the powers necessary for planning, acquiring, leasing, developing, jointly developing, owning, controlling, using, jointly using, disposing of, designing, procuring, and constructing facilities to achieve transit connectivity, including, among other powers, the power to enter into cooperative or joint development agreements with local governments or private entities necessary to achieve transit connectivity. This bill would require the authority to be considered a rail transit district, thereby exempting the authority from specified provisions related to regulation by counties and cities regarding building, zoning, and related matters. |  |  |



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| <a href="#">SB 563</a><br><br><a href="#">Allen</a>  | Amended<br>5/3/2021     | Senate 2 year           | <p><b>Second Neighborhood Infill Finance and Transit Improvements Act: housing developments: homelessness prevention programs: enhanced infrastructure financing plan review and amendment process.</b> The Second Neighborhood Infill Finance and Transit Improvements Act, or NIFTI-2, authorizes a city or county to adopt a resolution to allocate its tax revenues to an enhanced infrastructure financing district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law, if certain conditions are or will be met. This bill would revise NIFTI-2 to, among other things, remove the requirements that the area financed be within 1/2 mile of a major transit stop and that the boundaries of the district be coterminous with the city or county. The bill would require specified minimum percentages of the funds be used for homelessness prevention programs or development of affordable housing that is within 1/2 mile of a major transit stop, as specified. The bill would revise the description of tax revenue that may be allocated to a district.</p> |  |  |
| <a href="#">SB 581</a><br><br><a href="#">Atkins</a> | Introduced<br>2/18/2021 | Assembly Appropriations | <p><b>General plan.</b> The Planning and Zoning Law, requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires the planning agency of a city or county to provide by April 1 of each year an annual report to, among other entities, the Department of Housing and Community Development. The law requires that the annual report include, among other specified information, the number of housing development applications received and the number of units approved and disapproved in the prior year. This bill would additionally require the planning agency include in the annual report whether the city or county is a party to a court action related to a violation of state housing law, and the disposition of that action.</p>                                                                                                                                                                                                                                                                                                                                                                                          |  |  |
| <a href="#">SB 591</a><br><br><a href="#">Becker</a> | Amended<br>5/3/2021     | Assembly Judiciary      | <p><b>Senior citizens: intergenerational housing developments.</b> Would authorize the establishment of an intergenerational housing development that includes senior citizens along with caregivers and transition age youth, if specified conditions are satisfied. The bill would require that the covenants, conditions, and restrictions and other documents or written policy for the development set forth the limitations on occupancy, residency, or use. The bill would prescribe definitions for "senior citizen" and "transition age youth" for these purposes. The bill would require at least 80% of the occupied dwelling units in an intergenerational housing development to be occupied by at least one senior citizen, as specified, and up to 20% of the occupied dwelling units in the development to be occupied by at least one caregiver or transition age youth, as specified. The bill would require the development to be affordable to lower income households.</p>                                                                                                                                                                                                                                                      |  |  |

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| <a href="#">SB 621</a><br><a href="#">Eggman</a>    | Amended<br>4/5/2021     | Senate 2 year | <b>Conversion of motels and hotels: streamlining.</b> Would authorize a development proponent to submit an application for a development for the complete conversion, as defined, of a structure with a certificate of occupancy as a motel or hotel into multifamily housing units to be subject to a streamlined, ministerial approval process, provided that development proponent reserves 10% of the proposed housing units for lower income households, unless a local government has affordability requirements that exceed these requirements. The bill would require the structure proposed to be converted be vacant for at least 6 months prior to the submission of the application, except as provided. The bill would require the development proponent to comply with specified requirements regarding the payment of prevailing rate or per diem wages for construction work related to the part of the development that is a public work and the use of a skilled and trained workforce on the development, except as provided.                                        |         |  |
| <a href="#">SB 623</a><br><a href="#">Newman</a>    | Introduced<br>2/18/2021 | Senate 2 year | <b>Electronic toll and transit fare collection systems.</b> Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would authorize those operators to provide instead only the information specified in functional specifications and standards adopted by the department and operators of toll facilities in this state on federal-aid highways for purposes of interstate interoperability. | Support |  |
| <a href="#">SB 625</a><br><a href="#">Caballero</a> | Amended<br>5/28/2021    | Assembly Desk | <b>Community development financial institutions: grant program.</b> Would establish the California Investment and Innovation Program, administered by the I-Bank, for the purpose of providing grants to qualified community development financial institutions. The bill would establish the California Investment and Innovation Fund and, upon appropriation, require the I-Bank to award a grant to an eligible recipient, defined as a community development financial institution that meets specified criteria under the program, as provided. The bill would specify authorized uses of grant funds, including providing loans, grants, equity investments, or technical assistance within low-income communities or for purposes that have a direct and substantial benefit to lower income households.                                                                                                                                                                                                                                                                        |         |  |

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| <a href="#"><u>SB 649</u></a><br><a href="#"><u>Cortese</u></a>  | Amended<br>4/19/2021 | Assembly Housing and<br>Community Development | <b>Local governments: affordable housing: local tenant preference.</b> Would establish a state policy supporting local tenant preferences for lower income households, as defined, that are subject to displacement risk, and, further, permit local governments and developers in receipt of local or state funds, federal or state tax credits, or an allocation of tax-exempt private activity bonds designated for affordable rental housing to restrict occupancy by creating a local housing preference for lower income households subject to displacement risk. The bill, subject to certain requirements and limitations, would authorize a local government to allow a local tenant preference in an affordable housing rental development to reduce displacement of lower income households with displacement risk beyond local government boundaries by adopting a program that allows preferences in affordable rental housing acquired, constructed, preserved or funded with state or local funds or tax programs.                                              |  |  |
| <a href="#"><u>SB 671</u></a><br><a href="#"><u>Gonzalez</u></a> | Amended<br>4/28/2021 | Assembly Transportation                       | <b>Transportation: Clean Freight Corridor Efficiency Assessment.</b> Would establish the Clean Freight Corridor Efficiency Assessment, to be developed by the California Transportation Commission, in coordination with other state agencies. In developing the assessment, the bill would require the commission to identify freight corridors, or segments of corridors, throughout the state that would be priority candidates for the deployment of zero-emission medium- and heavy-duty vehicles. The bill would require the commission to submit a report containing the assessment's findings and recommendations to certain committees of the Legislature by December 31, 2023. The bill would require the assessment's findings and recommendations to be incorporated into the development of the California Transportation Plan.                                                                                                                                                                                                                                   |  |  |
| <a href="#"><u>SB 674</u></a><br><a href="#"><u>Durazo</u></a>   | Amended<br>5/20/2021 | Assembly Desk                                 | <b>Public Contracts: workforce development: transportation-related contracts.</b> Would require the Labor and Workforce Development Agency to develop a program, known as the California Jobs Plan Program, to meet specified objectives, including, as a component of applications for covered public contracts, as defined, creation of a form that states the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract, and proposed wages, benefits, and investment in training. That component of the application would be known as the California Jobs Plan, as defined. Other objectives of the program, pursuant to the bill, would include supporting the hiring of displaced workers and individuals facing barriers to employment, as defined; encouraging the development of the state's long-term green transportation and related infrastructure and manufacturing sector; and protecting public health by supporting the adoption of specific protections for worker health and safety. |  |  |

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| <p><b><a href="#">SB 695</a></b><br/><br/> <a href="#">Ochoa Bogh</a></p> | <p>Amended<br/>3/7/2021</p>  | <p>Senate 2 year</p> | <p><b>Mitigation Fee Act: housing developments.</b> Would prohibit a local agency from imposing a housing impact requirement adopted by the local agency on a housing development project, as defined, unless specified requirements are satisfied by the local agency, including that the local agency prepare and adopt a nexus study, as specified. The bill, for purposes of these provisions, defines "housing impact requirement" as a fee imposed under the Mitigation Fee Act, dedications of parkland or in-lieu fees imposed under the Quimby Act, or a construction excise tax. This bill would require a local agency to adopt a nexus study that is used to demonstrate compliance with these provisions, subject to specified public participation requirements. This bill would prohibit a housing impact requirement from exceeding the amount necessary to maintain the existing level of service identified in the nexus study for the type of capital facility for which the housing impact requirement is imposed.</p> |  |  |
| <p><b><a href="#">SB 726</a></b><br/><br/> <a href="#">Gonzalez</a></p>   | <p>Amended<br/>4/21/2021</p> | <p>Assembly Desk</p> | <p><b>Alternative fuel and vehicle technologies: Sustainable Transportation Strategy.</b> Would require the state board and the State Energy Resources Conservation and Development Commission, in coordination with specified state agencies, to jointly develop, no later than January 1, 2024, a comprehensive transportation sustainability strategy to be known as the Sustainable Transportation Strategy. The bill would require the strategy to identify overall greenhouse gas emissions reductions goals and criteria pollutant reduction goals for the transportation sector, and to identify the sustainable transportation goals and programs that are intended to reduce emissions in the transportation sector to achieve those emissions reductions goals. The bill would require the strategy to develop deployment goals for each sustainable transportation goal and program identified in the strategy and would require specified state agencies to adopt those deployment goals.</p>                                 |  |  |

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| <a href="#"><b>SB 728</b></a><br><a href="#">Hertzberg</a> | Amended<br>4/15/2021 | Assembly Desk | <p><b>Density Bonus Law: purchase of density bonus units by nonprofit housing organizations.</b> Current law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct, among other options, specified percentages of units for moderate-income or, lower, or very low income households and meets other requirements. Current law requires the developer and the city or county to ensure that the initial occupant of a for-sale unit that qualified the developer for the award of the density bonus is a person or family of very low, low, or moderate income. This bill, as an alternative to ensuring that the initial occupant of a for-sale unit is a person or family of the required income, would authorize the developer and the city or county to ensure that a qualified nonprofit housing organization that is receiving the above-described welfare exemption purchases the unit pursuant to a specified recorded contract that includes an affordability restriction, an equity sharing agreement, and a repurchase option that requires a subsequent purchaser that desires to sell or convey the property to first offer the nonprofit corporation the opportunity to repurchase the property.</p> |  |  |
| <a href="#"><b>SB 735</b></a><br><a href="#">Rubio</a>     | Amended<br>3/10/2021 | Senate 2 year | <p><b>Vehicles: speed safety cameras.</b> Would authorize a local authority to use a traffic speed safety system, as defined, to enforce speed limits in a school zone. The bill would prescribe requirements for the operation of a traffic speed safety system, including, among other things, notice to the public, issuance of citations, and confidentiality of data. The bill would create an administrative proceeding for persons to pay or contest a citation captured by a traffic speed safety system and a procedure to appeal an adverse decision. The bill would impose a civil penalty for a violation. The bill would require the use of the online adjudicatory tool to determine a person's ability to pay that penalty and require that fees be collected pursuant to the process created in the pilot program described above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |  |

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| <a href="#">SB 765</a><br><br><a href="#">Stern</a>  | Introduced<br>2/19/2021 | Senate 2 year | <p><b>Accessory dwelling units: setbacks.</b> The Planning and Zoning Law, among other things, provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. Current law prohibits a local agency's accessory dwelling unit ordinance from imposing a setback requirement of more than 4 feet from the side and rear lot lines for an accessory dwelling unit that is not converted from an existing structure or a new structure constructed in the same location and to the same dimensions as an existing structure. This bill would remove the above-described prohibition on a local agency's accessory dwelling unit ordinance, and would instead provide that the rear and side yard setback requirements for accessory dwelling units may be set by the local agency. The bill would authorize an accessory dwelling unit applicant to submit a request to the local agency for an alternative rear and side yard setback requirement if the local agency's setback requirements make the building of the accessory dwelling unit infeasible.</p> |  |  |
| <a href="#">SB 771</a><br><br><a href="#">Becker</a> | Amended<br>5/11/2021    | Assembly Desk | <p><b>Sales and Use Tax Law: zero emissions vehicle exemption.</b> Current state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, on or after January 1, 2022, would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle, as defined, sold to a qualified buyer, as defined. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund.</p>                                                                                                                                                                                                |  |  |

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| <a href="#">SB 778</a><br><br><a href="#">Becker</a>  | Amended<br>5/3/2021 | Assembly Housing and<br>Community Development | <p><b>Planning and zoning: accessory dwelling units: mixed-use or multifamily structures.</b> Current law requires a local agency to ministerially approve an application for a building permit within a residential or mixed-use zone to create multiple accessory dwelling units within the portions of an existing multifamily dwelling structure that are not used as livable space, if each unit complies with state building standards for dwellings. Current law requires a local agency to allow at least one accessory dwelling unit within an existing multifamily dwelling structure and up to 25% of the existing multifamily dwelling units. This bill, until January 1, 2025, would specify that a local agency is required to allow an accessory dwelling unit under these provisions within an existing mixed-use or multifamily structure, and that the accessory dwelling unit may be constructed within portions of the structure used for commercial space, industrial space, retail space, or other vacant space if each unit complies with state building standards for dwellings.</p> |  |  |
| <a href="#">SB 780</a><br><br><a href="#">Cortese</a> | Amended<br>5/3/2021 | Assembly Housing and<br>Community Development | <p><b>Local finance: public investment authorities.</b> Would authorize the legislative bodies to appoint an alternate member to the public financing authority who may serve and vote in place of a member who is absent or disqualifies themselves from participating in a meeting of the authority. If a district has more than 3 participating affected taxing entities, the bill would authorize the legislative bodies of the taxing entities to, upon agreement, appoint only one member of their respective legislative bodies, and one alternate member, in addition to the public members.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |  |

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| <a href="#"><b>SB 792</b></a><br><br><a href="#">Glazer</a>     | Amended<br>5/20/2021    | Assembly Desk | <p><b>Sales and use tax: returns: online transactions: local jurisdiction schedule.</b> The Sales and Use Tax Law, administered and enforced by the California Department of Tax and Fee Administration, imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. Current law authorizes the department to require the filing of reports by any person or class of persons with information relating to sales of tangible personal property the storage, use, or other consumption of which is subject to the use tax, as specified. Current law requires a retailer or purchaser subject to the sales and use tax to file, on or before the last day of the month following each quarterly period, a return for the preceding quarterly period. This bill, for reporting periods beginning on or after January 1, 2022, would require a qualified retailer whose annual qualified sales of tangible personal property transacted online exceeded \$1,000,000 for the previous calendar year to include with each tax return a schedule that reports for each local jurisdiction the gross receipts from the qualified sale of tangible personal property shipped or delivered to a purchaser in that jurisdiction.</p> |  |  |
| <a href="#"><b>SB 798</b></a><br><br><a href="#">Wieckowski</a> | Introduced<br>2/19/2021 | Senate Rules  | <p><b>Trade Corridor Enhancement Account.</b> Current law creates the Trade Corridor Enhancement Account to receive revenues attributable to 50% of a \$0.20 per gallon increase in the diesel fuel excise tax imposed by the Road Repair and Accountability Act of 2017 for corridor-based freight projects nominated by local agencies and the state. Current law makes these funds and certain federal funds apportioned to the state available upon appropriation for allocation by the California Transportation Commission for trade infrastructure improvement projects that meet specified requirements. This bill would make nonsubstantive changes to this provision.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |



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| <p><b><a href="#">SB 809</a></b></p> <p><a href="#">Allen</a></p> | <p>Amended<br/>3/10/2021</p> | <p>Senate 2 year</p> | <p><b>Multijurisdictional regional agreements: housing element.</b><br/> Would authorize a city or county to satisfy part of its requirement to identify zones suitable for residential development by adopting and implementing a multijurisdictional regional agreement. The bill would require the multijurisdictional regional agreement to clearly establish the jurisdiction that is contributing suitable land for residential development and the jurisdiction or jurisdictions that are contributing funding for that development. The bill would require that a multijurisdictional regional agreement be between 2 or more cities or counties that are located within the same county or within adjacent counties. This bill would require a jurisdiction that is a party to a multijurisdictional regional agreement under these provisions to provide specified information in its housing element, including how the multijurisdictional regional agreement will satisfy the jurisdiction's housing need for a designated income level.</p> |  |  |
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# California State Legislative Calendar 2021 – Revised December 18, 2020

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| <b>January</b><br>1 Statutes take effect (Art. IV, Sec. 8(c)).<br>10 Budget must be submitted by Governor (Art. IV, Sec. 12(a)).<br>11 Legislature reconvenes (J.R. 51(a)(1)).<br>18 Martin Luther King, Jr. Day<br>22 Last day to submit bill requests to the Office of Legislative Counsel.                                                                                                                                             | <b>June</b><br>1-4 Floor session only. No committee may meet for any purpose except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees (J.R. 61(a)(7)).<br>4 Last day for each house to pass bills introduced in that house (J.R. 61(a)(8)).<br>7 Committee meetings may resume (J.R. 61(a)(9)).<br>15 Budget Bill must be passed by midnight (Art. IV, Sec. 12(c)(3)).                     |
| <b>February</b><br>15 Presidents' Day<br>21 Last day for bills to be introduced (J.R. 61(a)(1), J.R. 54(a)).                                                                                                                                                                                                                                                                                                                              | <b>July</b><br>2 Independence Day observed<br>14 Last day for policy committees to meet and report bills (J.R. 61(a)(10-11)).<br>16 Summer Recess begins upon adjournment of session, provided Budget Bill has been passed (J.R. 51(a)(3)).                                                                                                                                                                               |
| <b>March</b><br>25 Spring Recess begins upon adjournment (J.R. 51(a)(2)).<br>31 Cesar Chavez Day observed                                                                                                                                                                                                                                                                                                                                 | <b>August</b><br>16 Legislature reconvenes from Summer Recess (J.R. 51(a)(3)).<br>27 Last day for fiscal committees to meet and report bills (J.R. 61(a)(11-12)).<br>30-10 Floor session only. No committees may meet for any purpose, except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees (J.R. 61(a)(12-13)).                                                                       |
| <b>April</b><br>5 Legislature reconvenes from Spring Recess (J.R. 51(a)(2)).<br>30 Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house (J.R. 61(a)(2)).                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>May</b><br>7 Last day for policy committees to meet and report to the floor non-fiscal bills introduced in their house (J.R. 61(a)(3)).<br>14 Last day for policy committees to meet prior to June 7 (J.R. 61(a)(4)).<br>21 Last day for fiscal committees to meet and report to the floor bills introduced in their house (J.R. 61(a)(5)). Last day for fiscal committees to meet prior to June 7 (J.R. 61(a)(6)).<br>31 Memorial Day | <b>September</b><br>3 Last day to amend bills on the floor (J.R. 61(a)(13-14)).<br>6 Labor Day<br>10 Last day for each house to pass bills (J.R. 61(a)(14-15)). Interim Recess begins upon adjournment (J.R. 51(a)(4)).<br><br><b>October</b><br>10 Last day for Governor to sign or veto bills passed by the Legislature on or before Sept. 10 and in the Governor's possession after Sept. 10 (Art. IV, Sec. 10(b)(1)). |

## 117th United States Congress, First Session (Tentative) Calendar\*

|                                                                                                                                                                                                                                                                |                                                                                                                                                                                                              |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>January</b><br>1 New Year's Day<br>3 House and Senate reconvene<br>4-5 Senate district work period<br>4 Electoral College<br>7-19 Senate district work period<br>11-15 House district work periods<br>18 Martin Luther King, Jr. Day<br>20 Inauguration Day | <b>July</b><br>1-4 House and Senate district work periods<br>5 Independence Day (Observed)<br>5-9 House and Senate district work periods                                                                     |
| <b>February</b><br>15 President's Day<br>15-19 House and Senate district work periods                                                                                                                                                                          | <b>August</b><br>2-27 House district work period<br>9-31 Senate district work period                                                                                                                         |
| <b>March</b><br>29-2 House district work periods<br>29-9 Senate district work periods                                                                                                                                                                          | <b>September</b><br>1-10 Senate district work periods<br>5 Labor Day<br>6-8 House district work periods<br>15-17 House district work periods<br>16-17 Senate district work periods                           |
| <b>April</b><br>1-9 House and Senate district work periods                                                                                                                                                                                                     | <b>October</b><br>11 Indigenous Peoples' Day<br>11-15 Senate district work periods                                                                                                                           |
| <b>May</b><br>3-7 Senate district work periods<br>31 Memorial Day<br>31-4 House and Senate district work periods                                                                                                                                               | <b>November</b><br>1-8 House district work period<br>8-12 Senate district work periods<br>11 Veterans' Day<br>21-26 House district work periods<br>22-26 Senate district work periods<br>25 Thanksgiving Day |
| <b>June</b><br>1-4 House and Senate district work periods<br>28-9 Senate district work periods                                                                                                                                                                 | <b>December</b><br>13-31 House empty calendar<br>13-31 Senate district work periods<br>25 Christmas day                                                                                                      |

## **California Local & Regional Government Association Bill Position Resources**

### **League of California Cities (“the League”)**

<https://www.cacities.org/Policy-Advocacy/Bill-Search>

### **California State Association of Counties (CSAC)**

<https://www.counties.org/legislative-tracking>

### **California Association of Councils of Government (CALCOG)**

<https://www.calcog.org/index.php?src=gendocs&ref=billtrack&link=billtrack>

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

|                       |                                                                                                             |                      |   |                                      |  |
|-----------------------|-------------------------------------------------------------------------------------------------------------|----------------------|---|--------------------------------------|--|
| <b>File #:</b>        | 21-0845                                                                                                     | <b>Version:</b>      | 1 | <b>Name:</b>                         |  |
| <b>Type:</b>          | Report                                                                                                      | <b>Status:</b>       |   | Informational                        |  |
| <b>File created:</b>  | 5/24/2021                                                                                                   | <b>In control:</b>   |   | Joint MTC ABAG Legislation Committee |  |
| <b>On agenda:</b>     | 6/11/2021                                                                                                   | <b>Final action:</b> |   |                                      |  |
| <b>Title:</b>         | Fiscal Year (FY) 2021-2022 State Budget Update                                                              |                      |   |                                      |  |
|                       | Update on FY 2021-2022 State Budget with a focus on transportation, housing and climate adaptation funding. |                      |   |                                      |  |
| <b>Sponsors:</b>      |                                                                                                             |                      |   |                                      |  |
| <b>Indexes:</b>       |                                                                                                             |                      |   |                                      |  |
| <b>Code sections:</b> |                                                                                                             |                      |   |                                      |  |
| <b>Attachments:</b>   | <a href="#">3a_State Budget Update.pdf</a>                                                                  |                      |   |                                      |  |

| Date | Ver. | Action By | Action | Result |
|------|------|-----------|--------|--------|
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**Subject:**

Fiscal Year (FY) 2021-2022 State Budget Update

Update on FY 2021-2022 State Budget with a focus on transportation, housing and climate adaptation funding.

**Presenter:**

Rebecca Long

**Recommended Action:**

Information

**Attachments:**

# Metropolitan Transportation Commission and Association of Bay Area Governments Joint MTC ABAG Legislation Committee

June 11, 2021

Agenda Item 3a

## Fiscal Year (FY) 2021-2022 State Budget Update

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- Subject:** Update on FY 2021-2022 State Budget with a focus on transportation, housing and climate adaptation funding.
- Overview:** The state budget surplus, combined with an Administration and State Legislature that share many of the priorities of MTC/ABAG has created a uniquely favorable environment to secure additional funding for Bay Area policy priorities related to transportation, housing and climate adaptation. The Governor's May Revision to the FY 2021-22 State Budget proposed an ambitious set of one-time investments to take advantage of a \$76 billion surplus (\$38 billion once required expenditures, such as for schools and community colleges, reserves and debt service are taken into account). A summary of Governor Newsom's May Revise proposals relative to MTC/ABAG priorities is included in Attachment A. After concluding their subcommittee work in late May, Assembly and Senate Budget Committee Chairs released their own agreement on budget priorities the week of May 31, "The FY 2021-22 State Budget: Legislature's Version," included as Attachment B.
- Discussion:** Key areas of opportunity in this year's budget discussion include:
- A new block grant program to help implement the Sustainable Communities Strategies (SCS). The May Revise proposed \$500 million; the Legislature is proposing \$750 million.
  - An increase of \$1 billion for the Transit and Intercity Rail Capital Program which has helped to fund many Bay Area transit and rail priorities. The Legislature has agreed to this amount.
  - The Legislature has proposed a \$3.7 billion climate resilience package, \$2.4 billion above the May Revise. This includes a \$400 million climate adaptation planning and infrastructure program to be administered by Caltrans.
  - An increase of \$500 million for the Active Transportation Program – this was proposed in the May Revise. The Legislature has agreed to this amount.
  - Significant new funding for affordable housing including \$1.75 billion for housing production and \$300 million for housing preservation. The Legislature has approved these increases.
  - Funding to address the state's chronic homelessness crisis. The Governor proposed \$6.9 billion total; the Legislature is proposing \$10.6 billion over four years, including \$8.6 billion in the next two years. The Legislature's proposal includes \$1 billion annually in flexible local aid to address homelessness in FY 2021-22 through FY 2024-25.

Staff have prioritized many of the items above in our advocacy, leading sign-on letters, including a new Bay Area coalition that the Bay Area Regional Collaborative (BARC) convened this year related to climate adaptation. While the two-house agreement on budget priorities is favorable to our objectives, this marks the beginning of the Legislature's negotiations with the Administration. In addition, details on some budget allocations, particularly for new programs such as the SCS block grant and the Climate Adaptation program may be deferred to late summer/fall in order to allow more time to develop the program's goals, project eligibility, etc. Additional Details on a few key items are highlighted below.

**New Sustainable Communities Block Grant Program**

While trailer bill language for this new program—which the Legislature is proposing to augment from \$500 million in the May Revise to \$750 million—has yet to be released, both the Administration and the Legislature appear to envision a program that would be administered by the Department of Housing and Community Development (HCD), similar to the Regional Early Action Program or REAP, which was provided one-time funding in the FY 2019 State Budget. The Administration's budget request describes its goal as supporting infill development and other projects that will help reduce vehicle miles traveled. This is similar to a proposed SCS block grant in AB 1147 (Friedman), a precursor to the budget proposal. This bill is still active and could potentially serve as the legislative vehicle to define the program.

**Transportation & Zero-Emission Vehicles**

The May Revise proposes over \$4 billion in General Fund for transportation infrastructure and zero emission vehicles (ZEV) and related infrastructure:

- \$1 billion augmentation for the Transit and Intercity Rail Capital Program to improve connectivity between state and regional/local service
- \$500 million in new funding for Active Transportation
- \$500 million to support grade separations
- \$1.3 billion for zero-emission buses and trucks
- New \$100 million program focused on transit vehicles with a goal of supporting 1,000 new ZEV buses
- \$150 million for school buses & infrastructure

**State and Local Transportation Climate Adaptation Program**

The details of this program have yet to be released. MTC/ABAG and other Bay Area partners championed a \$500 million program focused on local and regional climate adaptation planning and implementation. The May Revise proposed a range of program increases under the banner of "climate resilience," but only \$15 million was proposed for local climate adaptation planning. The Legislature is proposing a \$400 million "State and Local Transportation Adaptation Program." It is unclear to what extent funds would be available to local/regional agencies versus the state or the split between planning and implementation.

**Bay Area Housing Finance Authority (BAHFA) Pilot Programs**

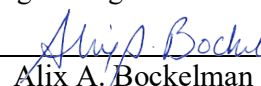
At the time this memo was finalized, staff had received assurance that the Legislature's budget agreement includes \$15 million for BAHFA to implement five pilot projects across the 3Ps of protection, preservation and production. Staff is now reaching out to the Newsom Administration to share key details of the pilots and advocate for including this funding in the final budget.

**Next Steps**

The Legislature must submit a final budget to the Governor by June 15, 2021 and the Governor must sign it by July 1. The budget must include funding appropriations, but some program details may be left open and resolved over the next few months.

**Attachments:**

Attachment A: Summary of May Revise of the Fiscal Year (FY) 2021-2022 State Budget  
Attachment B: The 2021-22 State Budget - Legislature's Version

  
Alix A. Bockelman

## **Summary of May Revise of the Fiscal Year (FY) 2021-2022 State Budget**

### **Historic Revenue Growth Triggers Surplus and State Appropriations Limit**

California is forecast to have a \$76 billion surplus this year when excess revenue from the current budget year and next year are combined. However, the Legislative Analyst's Office notes that half that amount—\$38 billion—is actually discretionary given the state's various mandatory expenditures associated with incoming revenue for schools and community colleges, reserves, and debt payments. A new consideration in this year's budget is a limit on state appropriations, known as the Gann Limit. Passed in 1979 after Proposition 13, it sets a limit on per capita spending relative to 1979 and adjusted for inflation. It has only been triggered once before in 1987 when the state issued a \$1.1 billion tax rebate. This time around the excess revenue amount is \$16 billion and the Governor is proposing a \$12 billion tax rebate to expand access to stimulus checks of \$600 to all taxpayers who make up to \$75,000 a year and did not receive a state payment earlier this year. Households with dependents will receive an additional \$500. The proposal also includes \$500 in direct payments to undocumented families.

### **Plan Bay Area 2050 Priorities included in May Revise**

#### **Sustainable Communities Block Grants**

The May Revise proposes \$500 million in federal American Recovery Plan Act (ARPA) funds for regional agencies like MTC to spend on planning and implementation to support infill developments targeted towards climate goals and reducing vehicle miles traveled. Grants would be administered by the Housing and Community Development similar to the Regional Early Action Program or REAP which was funded in the FY 2019 State Budget.

#### **Housing: Protect and Preserve Affordable Housing**

***Rental Assistance*** –The May Revise highlights the \$5.2 billion that has been provided to date for rental assistance from SB 91, signed in January which provided \$2.6 billion in federal rental assistance in ARPA funds which provided an additional \$2.6 billion to state and local entitlement jurisdictions. The May Revise proposes \$60 million over three years for the Judicial Counsel to provide legal assistance grants for various legal aid organizations serving tenants plus \$2 billion to pay for overdue water and utility bills. Additional funding of \$60 million is proposed for tenant legal services.

***Housing Production: Affordable Housing Projects and ADUs*** – The May Revise proposes \$1.75 billion in ARPA funds to support the production over 6,300 in shovel-ready affordable housing units that are currently awaiting additional funding from federal tax credits advance. In addition, it proposes \$80 million in General Fund to expand an accessory dwelling unit (ADU) financing program for low- and moderate-income households that was created in 2019 with \$19 million in seed funding.

***Housing Preservation*** – The May Revise includes \$300 million from ARPA funds for affordable housing preservation focused on extending affordability covenants close to expiration.



**Homelessness** – May Revise proposes an increase of \$2.75 billion in additional funding over two years through the Homekey Program for a total of \$3.5 billion, of which \$1 billion is targeted to assisting families experiencing homelessness or at risk of being homeless. It also proposes \$40 million over five years for the Homeless Coordinating Financing Council to provide grants and technical assistance to local jurisdictions to develop action plans to address family homelessness. It also proposes \$53 million in one-time General Fund to address encampments on local streets and state highways. This includes \$2.7 million for Caltrans encampment coordinators to help coordinate the with cleaning of trash and debris from encampment sites.

## **Transportation**

The May Revise proposes spending over \$4 billion in General Fund surplus funds for transportation infrastructure enhancements and zero emission vehicles (ZEV) and related infrastructure, including:

- \$1 billion augmentation for the Transit and Intercity Rail Capital Program to improve connectivity between state and regional/local service
- \$500 million in new funding for Active Transportation
- \$500 million to support grade separations

**Zero Emission Vehicles (ZEV)** – The May Revise increases the budget’s commitment towards reaching the state’s ZEV goals by another \$826 million for a total of \$1.8 billion. This includes:

- New \$100 million program focused on transit vehicles with a goal of supporting 1,000 new ZEV buses
- \$150 million for school buses & infrastructure
- \$1.3 billion for zero-emission buses and trucks

**Clean California Initiative** - The May Revise proposes \$1.5 billion over three years to remove litter and clean up roadways including \$75 million in funding for art installations at community gateways, \$418 million in litter removal and \$874 million in state and local beautification projects, split \$430 million for state projects and \$444 million for local projects.

**Climate Adaptation** – The May Revise includes \$1.3 billion in climate resilience over multiple years, including \$784 million in “climate resilience” related projects including:

- \$100 million for Sea Level Rise (coastal wetlands restoration) (\$200 million over two years)
- \$15 million in climate adaptation and resilience planning (\$25 million over two years)
- \$10 million for Regional Climate Collaboratives (\$20 million over two years)
- \$15 million in environmental justice initiatives (\$25 million over two years)

**Drought/Water Resilience** – The May Revise proposes \$4.3 billion over multiple years to provide drought support, improve access to safe drinking water, and build water supply reliability, including \$3.5 billion in FY 2021-22. The largest category in this package is \$1.3 billion for drinking water/wastewater infrastructure.

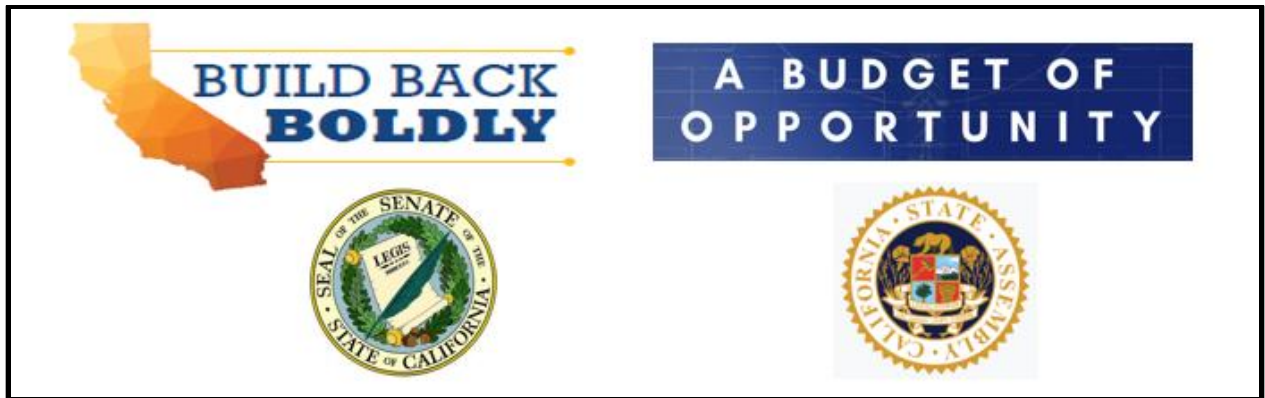
**Wildfire and Forest Resilience** – The May Revise notes that the January budget combined with mid-year budget augmentation of \$536 million amounts to \$1.2 billion for wildfire and forest resilience over two years.

***Community Hardening to Build Disaster Resilient Communities*** –The May Revise proposes \$250 million one-time General Fund to develop and implement a new initiative, “Prepare California,” modeled after a successful FEMA program, designed to build disaster-resistant communities through state, local, federal, and private sector and nongovernmental organization partnerships. This proposal would be implemented in a manner that promotes the principles of equity in building statewide resiliency and education to all hazards, including earthquakes, through community hardening programs.

***Heat*** –The May Revise proposes \$350 million from the General Fund over two years to support communities vulnerable to the impacts of extreme heat through funding for urban greening projects, accelerating deployment of low global warming potential appliances in low-income households eligible for energy efficiency upgrades, and supporting strategic greening of new near-zero emission low-income residential buildings. These programs aim to strengthen protections for California’s most vulnerable by cooling communities, reducing energy costs, improving air quality, and safeguarding public health and safety.

**Broadband** – The May Revise supports PBA 2050 goal to ensure all communities have affordable access to high speed internet by providing \$7 billion to expand access to affordable high-speed internet over three years.

**Economic Resilience** - The May Revise proposes using \$750 million in ARPA funds to create a new fund to support local and regional planning and implementation of strategies to “adapt to and seize the opportunities that come with a changing economy.” The concept is to prioritize the creation of accessible, high-quality jobs in future-looking industries such as renewable energy, ZEV, climate restoration and resilience. The fund will provide “High Road Transition Implementation Grants.” An additional \$160 million is proposed for workforce training to support this effort.



# **The 2021-22 State Budget**

## ***Legislature's Version***

*(All figures contained are preliminary, until final official scoring)*

***Assemblymember Phil Ting***  
*Chair, Assembly Budget Committee*

***Senator Nancy Skinner***  
*Chair, Committee on Budget and Fiscal Review*

Pending approval of the Assembly Budget Committee and the Senate Committee on Budget and Fiscal Review, this document provides a summary of the Legislature's version of the 2021-22 State Budget.

The Legislature's Version builds on priorities put forward in the Assembly's "A Budget of Opportunity" blueprint, the Senate's "Build Back Boldly" plan, and the Governor's May Revision.

As a result, the Legislature's Version provides a responsible, bold budget that makes transformative change for California.

California is roaring back – but it is not by accident or due to good fortune. California's finances survived the COVID-19 economic crisis and have put the state in position to make transformative change due to:

- A decade of responsible budgeting – which began with voters putting Democrats in full control of the state’s finances starting in 2011 – that provided the tools to get through the temporary downturn without having to impose economy harming cuts to programs or middle class tax increases;
- Robust federal stimulus actions that kept families afloat and prevented the economy from spiraling out of control; and
- A common sense, voter-approved, revenue system that requires all Californians to contribute, but relies more heavily on the wealthiest Californians that have benefited the most from California and can most afford to pay.

The Legislature's Version framework differs from the May Revision in two primary ways. First, it maximizes flexible federal funds to support and improve core programs. And second, the Legislature's Version uses the revenue forecasts of the Legislative Analyst's Office, naturally, as well as up to date revenue performance through the month of May in the current year.

The LAO revenues are modestly higher in the short term and help support transformative actions outlined in this summary, but much of the increase revenues are constitutionally dedicated to schools, reserves, and debt payments pursuant to Proposition 98 and Proposition 2. It is important to note, that while the LAO's forecasts in recent years have proven to be more accurate than others, their projections have also been well below actual performance, and it is not unreasonable to believe that actual revenue performance in the coming years will significantly exceed the forecast contained in the Legislature's Version.

All told the updated Legislature's Version contains total spending of \$267.1 billion, of which \$196.1 is from the General Fund, and total General Fund reserves equaling a record \$25.2 billion.

Total Proposition 98 spending is a record, \$96.1 billion, including \$69 billion from the General Fund.

The following provides a summary of key aspects of the Legislature's Version, followed by more detailed highlights by each subject area.

# Top Legislative Priority

## **Responsible Budgeting**

Since taking full control of the state's finances in 2011, Legislative Democrats have made responsible budgeting a top priority. Gone are the bad old days of perennial late budgets, careening from one fiscal crisis to the next without ever having a structurally balanced budget, and constantly slashing funding for schools and critical programs and squeezing the middle class.

California's finances survived the COVID-19 downturn in large part because of the responsible budgeting, the Legislature's Version does more than ever before to protect state budget from the next inevitable downturn.

The following are key responsible budgeting elements of the Legislature's Version:

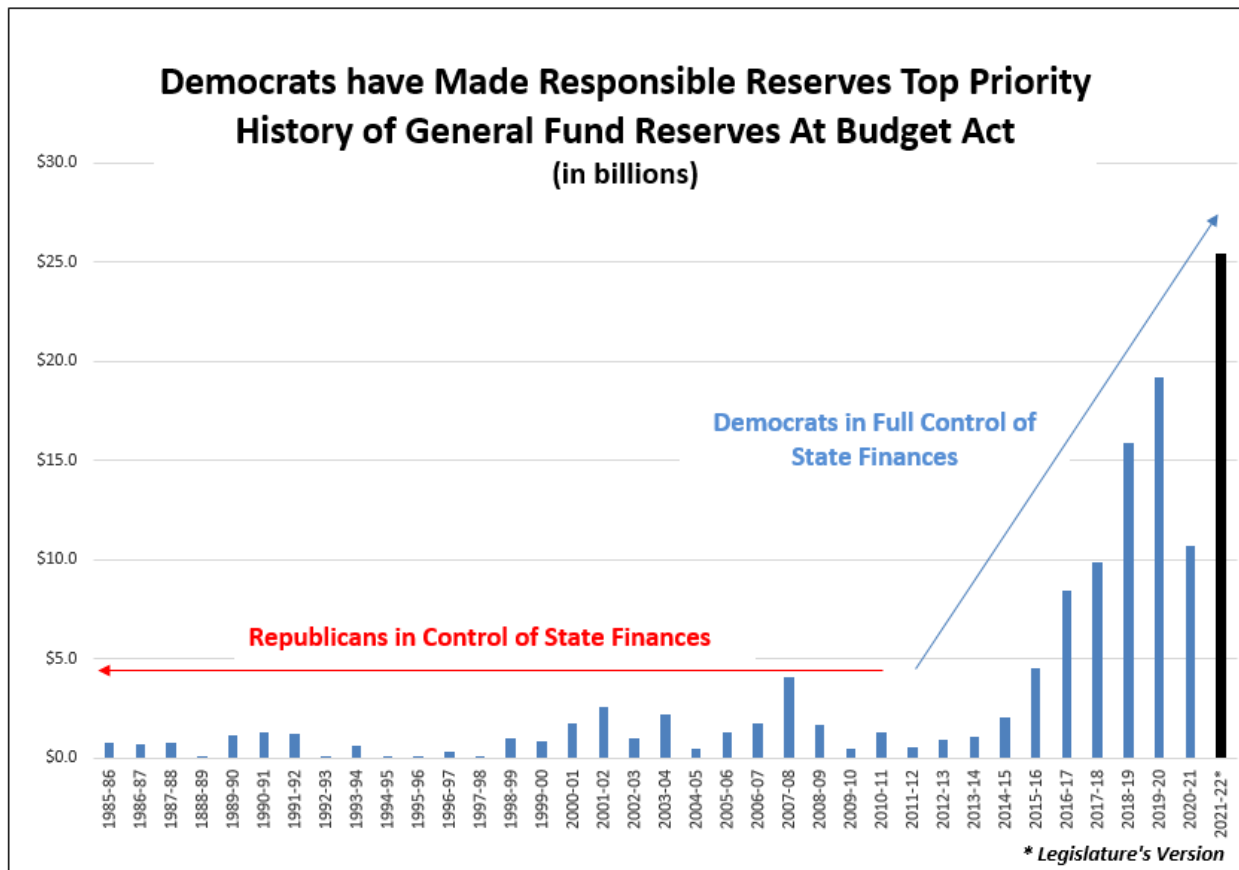
- **Record Reserves.** Provides a total of \$25.2 billion in General Fund reserves, higher than any level in history. The reserves include:
  - \$2.9 billion in the Regular Reserve (SFEU)
  - \$1.2 billion in the Safety Net Reserve
  - \$5.3 billion in the Prop 98 Reserve
  - \$15.9 billion in the Rainy Day Fund (Budget Stabilization Account).

The reserves increase each year and will total over \$35 billion by 2024-25.

- **Full Pay-Off of Prop 98 Deferrals.** Pays off \$11 billion of Prop 98 deferrals, include \$2.6 billion not proposed in the May Revision. Paying down deferrals gets local school and community college districts cash for their programs and replenishes an important budget tool to assist with the next economic downturn.
- **Prepayment of General Obligation Bond Debt.** Pays \$1 billion of General Obligation Bond payments early, which will reduce required spending in future years.
- **Pays Schools and Community College Pension Costs.** Allocates nearly \$3 billion over the next four years for supplemental pension payments for schools and community colleges, including \$400 million in 2021-22 to offset future costs.
- **No Phony Suspensions.** Approves the May Revision proposal to end the practice of building in phony suspensions into the out-years that would paint an

unrealistic fiscal outlook. Instead, the ongoing costs of programs are fully accounted for in the out-years to present an accurate multi-year forecasts.

- ***Under the Constitutional Appropriations Limit.*** Maintains total spending as much as \$30 billion below the Constitutional appropriations limit for 2021-22. And over the two year period of the current year and budget year, combined the budget is below the appropriations limit.



# Transformative Actions

## **Economic Stimulus, Relief for Families & Small Business/Non-Profits**

While California's state finances have survived and bounced back after the COVID-19 downturn, many California families and small businesses continue to struggle.

The Legislature's Version builds on the historic investment in families and small businesses made by the federal and California governments, including:

- ***\$8.1 Billion Golden State Stimulus 2 – Historic Level of Tax Cuts.*** Approves the Governor's proposed Golden State Stimulus 2 to provide \$8.1 billion in tax cuts to Californians with income of up to \$75,000. This will provide taxpayers with payments of \$500, \$600, 1,000 or \$1,100, depending on their filing status. Combined with early action tax relief for families and businesses, this totals approximately \$14.7 billion in tax relief – a historic level of tax cuts by any measure.
- ***\$1.5 Billion Small Business / Non-Profits Grants.*** Approves the Governor's proposed additional \$1.5 billion in small businesses and non-profit grants, bringing the total investment in the Small Business COVID-19 Relief Grant Program to \$4 billion.
- ***\$2 Billion Unemployment Insurance Mitigation for Small Businesses.*** Provides \$2 billion of tax relief over a ten year period for small businesses to mitigate impacts of Unemployment Insurance repayments, beginning in 2023. This replaces the Governor's \$1.1 billion proposal that would not target relief to small businesses and would not have a practical benefit to any business until 2030.

## **Education**

***Early Care and Education.*** The Legislature's Version of the budget improves upon the Governor's strong to make historic and transformative improvements for Early Care and Education. Strong Early Care and Education investments are critical to healthy families,

and it is critical that child care providers are compensated fairly. Key Early Care and Education improvements include:

- ***Child Care Rate Reform.*** Provides \$1.1 billion in ongoing funds above the May Revision to implement Child Care Rate Reform for child care and state preschool providers which helps ensure providers can be fairly compensated and run successful businesses that provide vital services for families.
- ***Child Care Slots.*** Increases child care access by 206,500 slots in Alternative Payment, General Child Care, Migrant Child Care, bridge program for foster children, and prioritizes ongoing vouchers for essential workers currently receiving short-term child care. The package provides a total of \$1.469 billion (\$1.026 billion General Fund) in 2021-22 and \$2.724 billion (\$1.809 billion General Fund) in 2022-23 for new child care slots.
- ***Universal Transitional Kindergarten.*** Adopts universal Transitional Kindergarten (TK) as part of a mixed delivery system, phasing in expanded age eligibility to full implementation in 2025-26 and rebenching the Proposition 98 Guarantee to provide ongoing funding for the TK expansion of approximately \$2.7 billion at full implementation.
- ***Key One-time Investments.*** Provides a variety of one-time investments to stabilize providers growing out of the pandemic, including stipends, hold harmless policies. Makes additional investments in child care facilities (\$250 million one-time General Fund and \$205 million one-time federal stimulus funds) and the early care and education workforce (\$250 million one-time federal stimulus funds).

***TK-12 Public Education.*** A key part to California's pandemic recovery is the transformation of our public education system, and significant investments in California's children and our shared futures. In addition to TK expansion listed above, the Legislature's Version includes over \$21,000 per-student spending and various initiatives to change the culture of public education including:

- ***Community Schools.*** Provides \$2 billion to launch a statewide initiative to build accessible community wellness and student health hubs on over 1,000 school campuses. The Community School model addresses students' and their families' most critical health and service needs, to support students in academic success. The Legislative Version adds universal meals to the education model, allowing all students who need a healthy breakfast or lunch at school, to receive one, year round at their local school.
- ***Expanded Learning.*** Builds upon the Governor's vision for expanding after school and summer options with \$1 billion in ongoing program support, and \$2.3



billion in one-time funding, for free after school and summer options for all low-income students through the 2022-23 school year. This improves the standard schedule for public schools to better meet the needs of working families

- ***Special Education.*** Provides ongoing special education funding to increase the statewide base rate for the special education formula and fund special education services for children ages 3-5 years old. In addition, one-time funds of over \$1 billion are provided for to invest in increased support for special education learning loss and increasing support for inclusive practices.
- ***Career and College Readiness.*** Doubles high school student access to career and college-prep coursework and training.

### **Access to Higher Ed, Financial Aid & Path to Debt Free College**

Access to affordable higher education is a cornerstone of a strong middle class. While California has done a good job to keeping tuition low, and has been able to eliminate tuition entirely for the 55 percent of CSU and UC students that qualify for Cal Grants, non-tuition costs and out of date rules that shut out qualified students from Cal Grants has resulted in students relying on student debt.

The Legislature's Version of the budget makes the biggest expansion to Cal Grants since its inception and reboots the Middle Class Scholarship to also supplement Cal Grant for the first time to cover non-tuition costs for students receiving Cal Grants.

Here are the Details:

- ***Cal Grant Enrollment Expansion.*** Provides \$488 million ongoing to end the age and time out of high school requirements that for too long have locked deserving students out of the Cal Grant program. This will begin in the upcoming school year with \$154 million for 133,000 community college students and then expand to 40,000 CSU and UC students in the 2022-23 school year.
- ***Cal Grant B Access Award Increase.*** Provides \$125 million ongoing to increase the Cal Grant Access Award from \$1,600 to \$2,000. The Access Award is a modest grant to help cover non tuition expenses. This will start with \$44 million in the budget year to serve 240,000 Community College students, and expand to \$125 million in 2022-23 to serve 170,000 CSU and UC students.
- ***Middle Class Scholarship Reboot.*** Provides \$542 million beginning in 2022-23 to reboot the Middle Class Scholarship to expand to supplement non-tuition costs for Cal Grant students and to ultimately become Debt Free grant to eliminate the

de facto requirement for lower and middle income students to rely on student loans to attend the CSU and UC.

The MCS 2.0 will close the gap between the full cost of attendance – including non-tuition costs – and resources provided by other financial aid, earnings from a part-time job and of the full cost of attendance and traditional between traditional financial and modest family contribution from families with over \$100,000 annual income.

The \$542 million is estimated to close the gap by 33 percent, with the intent to expand in future years to ultimately fill the gap by 100%, and finally provide debt free college.

The Legislature's Version also provides \$180 million to increase resident enrollment at UC and CSU by more than 15,000 students, and launches a new program to replace nonresident students at UC Berkeley, UCLA and UC San Diego with California students.

### **Major Investments in Youth Behavioral Health, Public Health, and Health Equity**

- **Youth Behavioral Health.** Invests \$4 billion dollars to create a new, modern, and innovative behavioral health system for youth, including \$250 million for the Mental Health Student Services Act to fund school and county mental health partnerships to support the mental health and emotional needs of children and youth as they return to schools and everyday life.
- **Public Health Infrastructure.** Builds a 21<sup>st</sup> century public health system with \$200 million annually for Local Health Jurisdictions, \$40 million annually for state public health functions, \$35 million annually for public health workforce development, and \$13 million ongoing for the prevention of HIV/AIDS, hepatitis and sexually transmitted infections.
- **Health Equity.** Invests \$115 million annually in community-based health equity and racial justice efforts, and \$63.1 million one-time for the California Reducing Disparities Project.

## **Aging and Disability**

The Legislature's Version takes major action to improve services for the aged and those with disabilities. Legislative Democrats have long championed these efforts but with the strong fiscal condition of the state the Legislative Version makes progress far beyond any prior efforts. The improvements include:

- ***Medi-Cal at 50+, Regardless of Immigration Status.*** Provides ongoing funding growing to \$1.3 billion to expand Medi-Cal eligibility to all income eligible Californians 50-plus years of age, regardless of immigration status.
- ***Medi-Cal Asset Test removal.*** Eliminates the Medi-Cal asset test for seniors to remove the "senior savings" penalty, to expand access to more income eligible seniors.
- ***SSI/SSP Legacy Cut Restoration.*** Provides \$600 million ongoing to substantially restore the 2009 cut to low income Californians with disabilities and the elderly. This restoration (combined with Governor's May Revision proposal) will increase the SSP grant by \$46 per month for individuals and \$118 per month for couples.
- ***Developmental Services Provider Rate Study.*** Phases in an ongoing \$857 million to fully phase in the rate study provider increases over a three-year period. This will help ensure providers receive fairer compensation and that families will continue to have access to the vital services provided.
- ***Permanent Restoration of IHSS 7% Hours Cut.*** Finally ends the legacy of 7% cut in in-home care services to elderly and disabled Californians. While the cut was restored in prior years, the threat of the cut remained by it being added to the list of program "suspensions" that would have automatically taken effect in future years. The Legislature's Version of the budget approves the Governor's proposal to end this (and all) program suspension.

## **Fighting Poverty and Hunger**

The Legislature's version of the budget makes strides to ending poverty and fighting hunger across California by implementing sensible reforms to improve outcomes for participants in the CalWORKs program and making investments in our state's food safety net. This includes:

- ***Aligning CalWORKs Income Standards for Applicants and Recipients.*** Provides \$179.2 million in ongoing support to raise the applicant earned income disregard from \$90 to \$600.
- ***CalWORKs Pregnancy Aid.*** Provides \$10 million ongoing to allow a pregnant person to receive aid to meet special needs resulting from pregnancy upon verification of pregnancy and increases the CalWORKs pregnancy supplement to \$100.
- ***Food for All.*** Provides \$550 million in ongoing support to provide state-funded nutrition benefits to those ineligible for CalFresh or the California Food Assistance Program solely due to immigration status.
- ***Aid for Food Banks.*** Provides close to \$300 million one-time to help food banks address the overwhelming need brought on by the COVID-19 pandemic and operate in the 2021-22 fiscal year.

### **Homelessness Package**

The homelessness crisis impacts nearly every community in California. The Legislature's Version builds on recent one-time spending efforts to make the largest ever commitment to address homelessness over a two year period, as well as on ongoing commitment to provide funding for local governments. This includes:

- ***Record-level Investment to Address Homelessness.*** Provides \$8.5 billion in new funding for homelessness programs over the next two years.
- ***Local Ongoing Support for Local Governments.*** Includes \$1 billion in ongoing support for local governments to address homelessness. This is the first ongoing commitment made by the state and will come with strong oversight and accountability to ensure the funds are put to work to successfully alleviate homelessness.
- ***Sending More Resources to Front-Line Anti-Poverty Programs.*** Includes over \$1 billion for various programs operated out of the Department of Social Services. These housing and homelessness programs touch the most vulnerable in our state – seniors in poverty at risk of abuse and neglect, families with children, and children and guardians in our child welfare system.

## **Criminal Justice Reform and Access to Justice**

- **Reduce debt on low-income Californians.** Reduces the debt of low-income Californians by eliminating various criminal administrative fees, including the elimination of the civil assessment. Includes \$151 million General Fund in 2021-22, \$151 million in 2022-23, \$130 million in 2023-24, and \$120 million in 2024-25 and ongoing to backfill the revenue associated with the eliminated fees.
- **Access to Justice.** Expands essential legal service resources through a \$200 million “Access to Justice” package in 2021-22 for legal aid, collaborative courts, county law libraries, dependency counsel, court interpreters, and court reporters. Invests \$120 million ARPA funds over three years to fund legal aid services for renters and homeowners to avoid evictions and foreclosures.
- **Support for Court Operations** Restores \$200 million ongoing General Fund to the Judicial Branch to re-open temporarily closed courtrooms and process case backlogs which have accumulated during the pandemic. Provides an addition \$72 million to ongoing General Fund to support trial court operations.
- **Investments in rehabilitation, re-entry, and recidivism reduction strategies.** Includes a “Rehabilitation, Re-entry and Recidivism Reduction” package of \$200+ million for career development, rehabilitative programming, family connection, local support for individuals to remain out of the criminal justice system, and removal of barriers to successful re-entry.
- **Gun Violence Reduction.** Provides \$211 million General Fund to reduce gun violence in the state.
- **Investments in survivors.** Includes \$175 million General Fund for various programs to support survivors of domestic violence, sexual violence, human trafficking and forced sterilization. Includes \$50 million for homeless youth emergency services and housing programs.

## **Historic Resources Investments**

California continues to be impacted by climate change, and the Legislature’s Version works to address this with historic investments to address the Wildfire and Drought crisis and with a major Climate Resiliency Package. This includes:

- **Wildfire Package:** Provides \$1 billion for various wildfire prevent and respond to wildfires, this is an increase of \$292 million above the Governor’s May

Revision. Details of the package will continue to be worked out through the three-party negotiations.

- ***Drought Package:*** Provides approximately \$3.7 billion to address and get ahead of the emerging drought, this was the amount proposed by the Governor's May Revision. Details of the package will continue to be worked out through the three-party negotiations.
- ***Climate Resiliency Package:*** Provides \$3.7 billion over three years to make needed climate resiliency investments, this is \$2.4 billion more than what was proposed in the Governor's May Revision. Details of the package will continue to be worked out through the three-party negotiations.

## **Infrastructure**

The Legislature's Version builds on the Governor's efforts to invest in infrastructure throughout the state. Key highlights of infrastructure investments in the Legislature's Version include:

- ***Broadband.*** Appropriates \$7 billion over a multi-year period for broadband infrastructure and improved access to broadband services throughout the state. Details will continue to be worked out through three party negotiations. Administrative flexibilities will enable the appropriated funds to be accelerated to ensure they are available as needed to fund the expansion and improvements.
- ***Early Care and Education and K-12 Facilities.*** Provides over \$1 billion for Early Care and Education and K-12 infrastructure, including: \$250 million for child care infrastructure, \$300 million for preschool/transitional kindergarten/kindergarten facilities, and \$500 million for school facilities.
- ***Higher Ed Facilities, Acquisition and Student Housing.*** Creates a new \$4 billion fund for CSU and UC facilities and for student housing at Community Colleges, CSU, and UC. Specific projects funded through the new fund, called the Capacity and Affordable Student Housing (CASH) fund, will be approved through Legislative action beginning later this year and through future budget action.
- ***Transportation.*** Provides billions of dollars in new spending for transportation infrastructure, including \$3 billion in funding for transportation infrastructure across the state, including for active transportation projects and projects identified for completion prior to 2028, \$2 billion for streets, roads, and highway

projects, and \$400 million for a State and Local Transportation Adaptation program.

- **Affordable Housing.** Provides \$1.75 billion to alleviate the backlog in affordable housing construction, \$300 million for the preservation of existing affordable housing, \$130 million for the development, maintenance, and preservation of farmworker housing, and \$750 million for planning and implementation grants to help local governments plan for and meet their goals under their Sustainable Community Strategies.
- **Civic and Cultural Institutions.** Includes investments in civic institutions that support our communities and celebrate California's diversity and cultural heritage. This includes \$390 million for support for libraries and \$250 million for local park projects.

...

## 2021-22 General Fund Summary (preliminary scoring - in billions)

|                                  |              |
|----------------------------------|--------------|
| Prior Year Balance               | 28.4         |
| 2021-22 Resources                | 173.7        |
| <b>Total Resources Available</b> | <b>202.1</b> |

|                                        |              |
|----------------------------------------|--------------|
| General Fund Prop 98 Expenditures      | 69.0         |
| General Fund Non-Prop 98 Expenditures  | 127.1        |
| <b>Total General Fund Expenditures</b> | <b>196.1</b> |

|                |       |
|----------------|-------|
| Fund Balance   | 6.1   |
| (encumbrances) | (3.2) |

### **General Fund Reserves:**

|                          |             |
|--------------------------|-------------|
| Regular Reserve (SFEU)   | 2.9         |
| Safety Net Reserve       | 1.2         |
| Prop 98 Reserve (Prop 2) | 5.3         |
| Rainy Day Fund (Prop 2)  | 15.9        |
| <b>Total Reserves</b>    | <b>25.2</b> |

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0847      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 5/24/2021      **In control:** Joint MTC ABAG Legislation Committee  
**On agenda:** 6/11/2021      **Final action:**  
**Title:** Update on Surface Transportation Reauthorization

Status update regarding the reauthorization of the federal surface transportation law, including an overview of the five-year bill passed by the Senate Environment and Public Works Committee.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4a\\_Update on Surface Transportation Reauthorization.pdf](#)

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**Subject:**

Update on Surface Transportation Reauthorization

Status update regarding the reauthorization of the federal surface transportation law, including an overview of the five-year bill passed by the Senate Environment and Public Works Committee.

**Presenter:**

Georgia Gann Dohrmann

**Recommended Action:**

Information

**Attachments:**



# Metropolitan Transportation Commission and Association of Bay Area Governments Joint MTC ABAG Legislation Committee

June 11, 2021

Agenda Item 4a

## Update on Surface Transportation Reauthorization

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- Subject:** Status update regarding the reauthorization of the federal surface transportation law, including an overview of the five-year bill passed by the Senate Environment and Public Works Committee.
- Overview:** The Fixing America's Surface Transportation (FAST) Act – the law that guides federal transportation policy and spending priorities – is set to expire on September 30, 2021. Last month, Congress jumpstarted FAST Act reauthorization discussions with the release of the Senate's highway proposal, which is summarized below and in Attachment A. On Friday, June 4, the day this memo was finalized, the House Transportation & Infrastructure (T&I) Committee unveiled their bill, with committee markup planned to begin on Wednesday, June 9<sup>th</sup>. Staff will provide an update at your committee meeting. The T&I Committee's fact sheet on the bill is included as Attachment B. Staff will provide further details on the House bill at your committee meeting.

### ***Senate Highway Reauthorization Proposal Introduced***

On May 26, the Senate Environment and Public Works (EPW) Committee passed the Surface Transportation Reauthorization Act of 2021 (STRA), a five-year, \$304 billion highway transportation reauthorization proposal. We are encouraged that the bill reflects many of MTC's federal transportation advocacy priorities. Importantly, STRA retains the pieces of the existing FAST Act program structure that we know work and increases funding by more than 30 percent over five years. This funding growth reflects the large-scale state of good repair, safety, bridge, and active transportation needs in the Bay Area and throughout the country. As advocated by MTC, the bill includes a new focus on climate change, explicitly making resilience activities eligible within core highway programs and creating new resilience and carbon reduction programs. In addition, we are encouraged that the bill's proposed new bridge program would direct resources to those larger, nationally and regionally significant bridges with state of good repair and resilience needs.

STRA also takes steps to support regional funding, planning and decision-making, including through directing a modest amount of new climate funding to metros, creating a new congestion reduction program, and through increasing metropolitan planning funding. With regards to active transportation and removing artificial barriers imposed by highways when they were first built, the bill significantly grows the federal bike/ped program and creates a new Reconnecting Communities grant program to remove or retrofit highways for the purpose of revitalizing communities.

Though we believe STRA is a great starting point overall, the bill could be improved by shifting more of the federal resources toward the Bay Area and other population and job centers. Specifically, we would like to see a more proportionate increase in funding for flexible, multimodal highway programs that come directly to MTC for programming, increased funding for the new metro-focused carbon reduction and congestion reduction programs, and increased suballocation of formula funding to large metro areas. These changes would support the Bay Area in making progress on the host of climate, resilience, and seamless transit, and equity-oriented investment priorities identified in Plan Bay Area 2050.

We look forward to an engaging discussion with the Commission and our partners as the reauthorization process unfolds.

***Next Steps and Timing***

As is standard practice, the Senate's transit policy, rail policy and revenue measures—which are still under development—will be merged later with the highway proposal into one Senate bill. The House will also develop their own comprehensive surface transportation package, which is expected to be unveiled before your committee meeting. The two chambers will then resolve any differences through a conference committee.

Lawmakers are aiming to have a long-term reauthorization (i.e. a five- or six-year bill) approved in advance of the September 2021 FAST Act expiration, though that timeline is ambitious. It is encouraging that the Senate and House authorizing committees have begun to take action on their respective bills and we expect that both chambers will be busy unveiling new policy and refining proposals through the summer. However, paying for a transportation bill is typically the most challenging aspect of delivering a multi-year authorization, and that again is expected to be a challenge. Congress will need to identify approximately **\$70 billion** in new revenue just to cover the cost of maintaining *baseline* federal transportation program spending for five years. This is because of the gap between transportation spending and the Highway Trust Fund (HTF) revenues generated by the federal gas tax and other user fees. Expanding the transportation program to meaningfully address pressing subjects like climate change, for instance, would require significantly more resources.

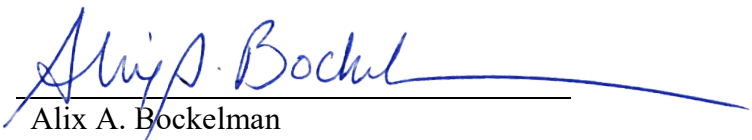
***Surface Transportation Reauthorization and an Infrastructure Bill***

The President and Congress are continuing to negotiate an infrastructure package, which would almost certainly include transportation as a central component. How or if a multi-year transportation bill would fit into an infrastructure package has yet to be determined. The most likely scenarios are either that a multi-year surface transportation reauthorization serves as a major “transportation investment” component of an infrastructure bill or an infrastructure bill provides a large scale, one-time influx of funding for multimodal transportation priorities—along the lines of what was proposed in the American Jobs Plan— wholly separate from a multi-year reauthorization. It is unlikely that Congress this year funds both a multi-year transportation bill and a large influx of one-time funding for roads, bridges, transit, rail, complete streets, and other surface transportation projects.

**Attachments:**

Attachment A: MTC Staff Summary of the Surface Transportation Reauthorization Act of 2021

Attachment B: House T&I Committee Fact Sheet on the INVEST in America Act

  
Alix A. Bockelman

# FEDERAL SURFACE TRANSPORTATION BILL

*SENATE PROPOSAL AND NEXT STEPS*



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Summary and California/Bay Area Impacts.....Slides 4 – 11

MTC Priorities and STRA.....Slide 12

Recommendations.....Slide 13

Next Steps.....Slide 14





# STATUS UPDATE

Washington, D.C. is serious about infrastructure. Two legislative vehicles for transportation investment are being discussed in tandem:

## 1. Infrastructure Bill

\$1 trillion + investment in infrastructure, including transportation; One time influx of funding

No statutory deadline; negotiations ongoing

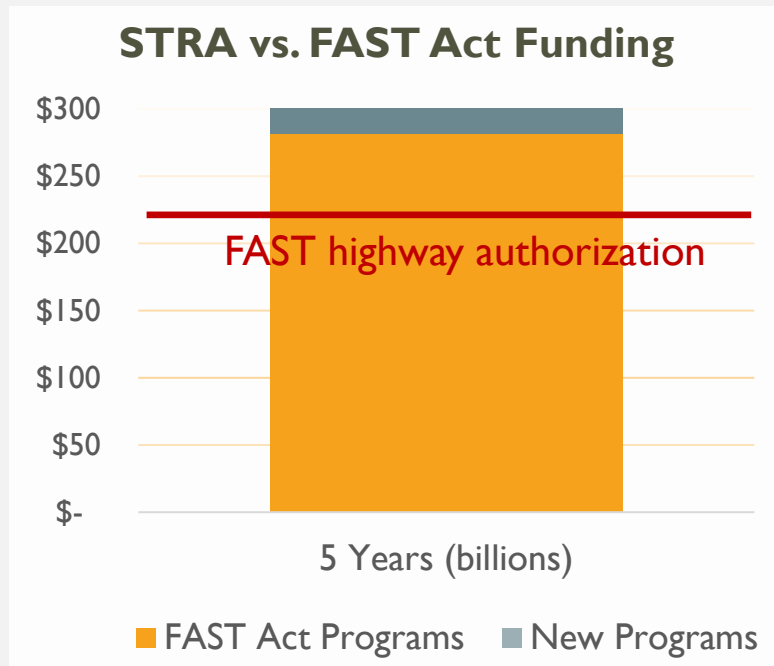
## 2. FAST Act Reauthorization

Multi-year transportation bill; policy and funding updates; re-set baseline transportation spending levels

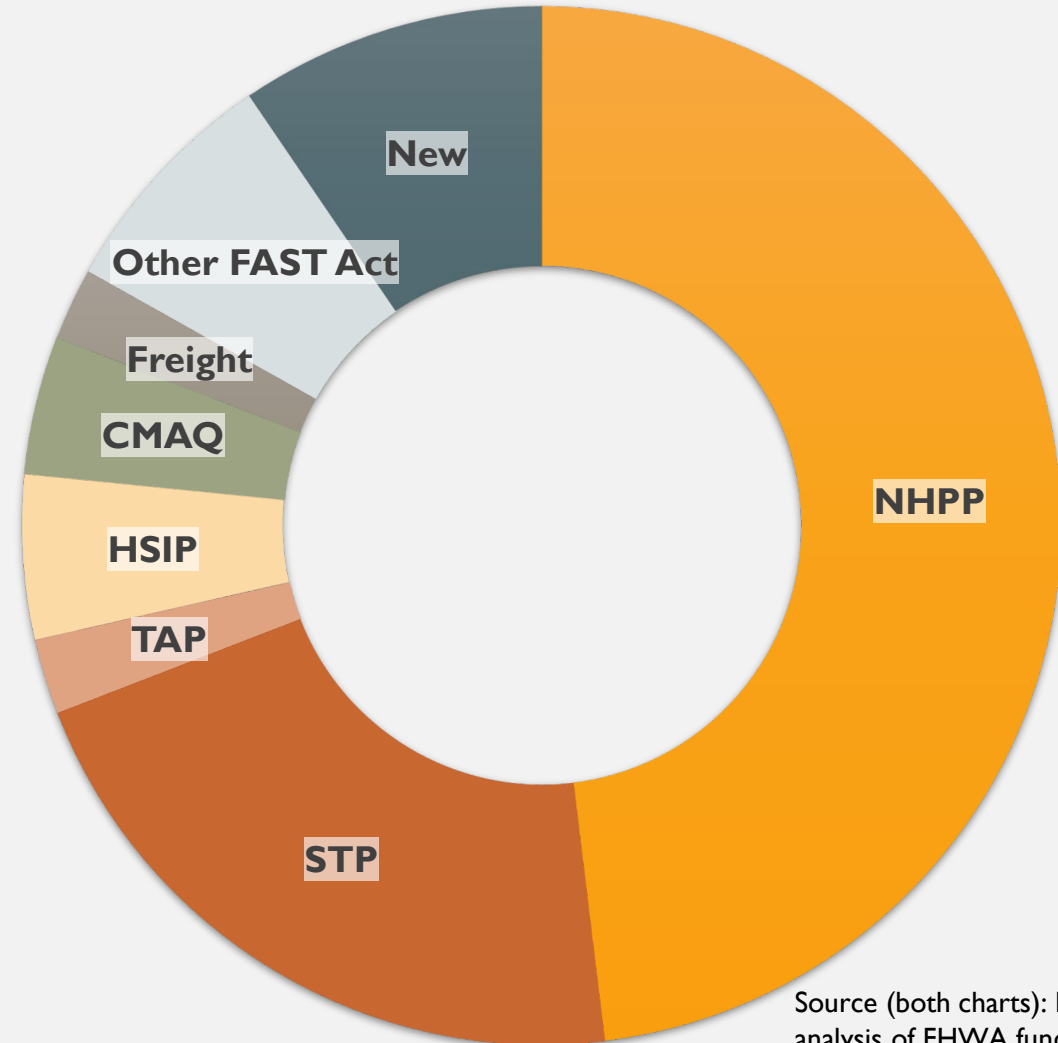
FAST Act **expires September 30, 2021**; Senate kicked off negotiations in May with highway proposal: Surface Transportation Reauthorization Act of 2020 (STRA)

# SURFACE TRANSPORTATION REAUTHORIZATION ACT OF 2021 (STRA)

- \$305 billion for highway programs over 5 years
- FAST Act framework
- New programs: Climate change, bridges, pilots



## STRA Funding Distribution



# STATE OF GOOD REPAIR

## National Highway Performance Program

- \$28 billion in FY 2022 (17% growth)
  - CA: \$2.5 billion for highway maintenance, bridge repair, etc.
- Up to 15% funds may fund resilience improvements

## Bridge Investment Program (New)

- \$1.2 billion in FY 2022 (50% subject to appropriations)
- Discretionary grants may fund bridge maintenance, rehabilitation, replacement and protection
- 50% reserved for large projects (>\$100 million; \$50 million minimum grant award)

## Resilience: What's Eligible?

Bridge and culvert upgrades

Elevating and relocating roadways

Stabilizing slopes & slide areas

Seismic retrofits

Installing riprap, and other hydraulic countermeasures

Natural infrastructure (e.g. improving a marsh adjacent to a roadway)

Other mitigation features



# SURFACE TRANSPORTATION BLOCK GRANT (STP)

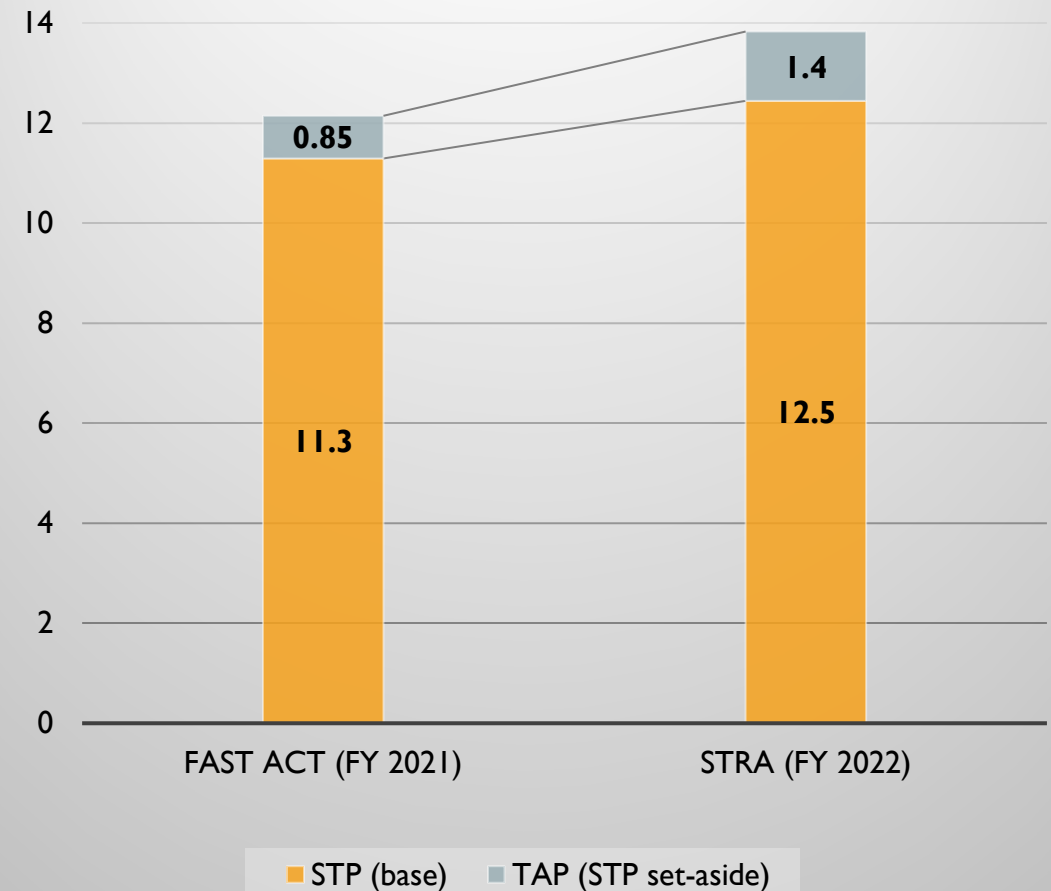
## Funding

- National program \$12.5 billion in FY 2022
  - California: \$1.1 billion
  - Bay Area: \$116 million (estimate)
- Base STP only grew 10%; Growth primarily directed to transportation alternatives (TAP)

## Policy

- Suballocation constant (55%)
- Expands flexibility: resilience, privately owned ferries, other

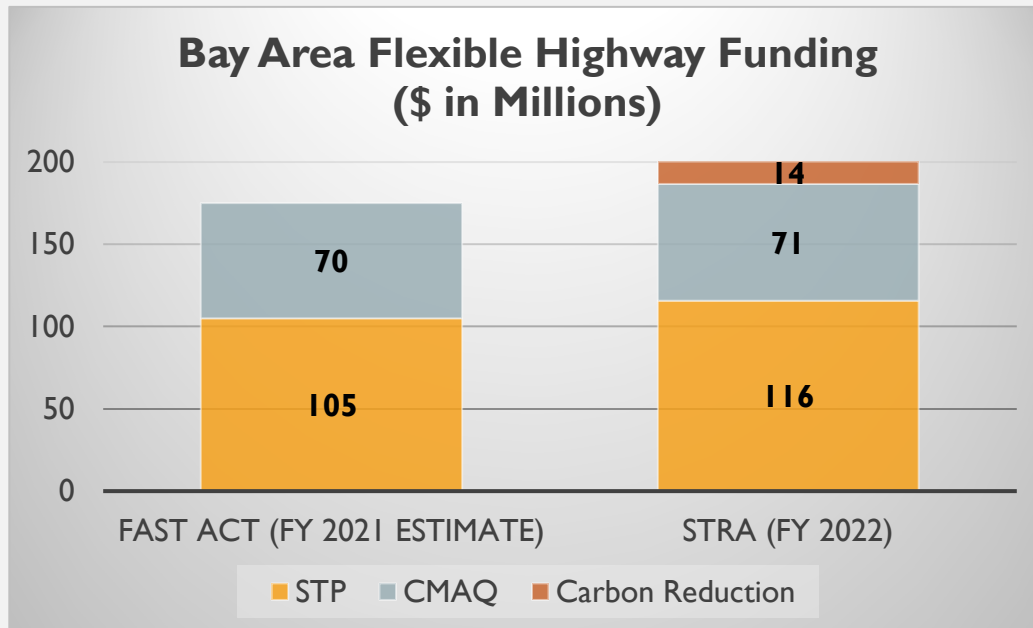
### Distribution of Funding Increase (\$ in Billions)



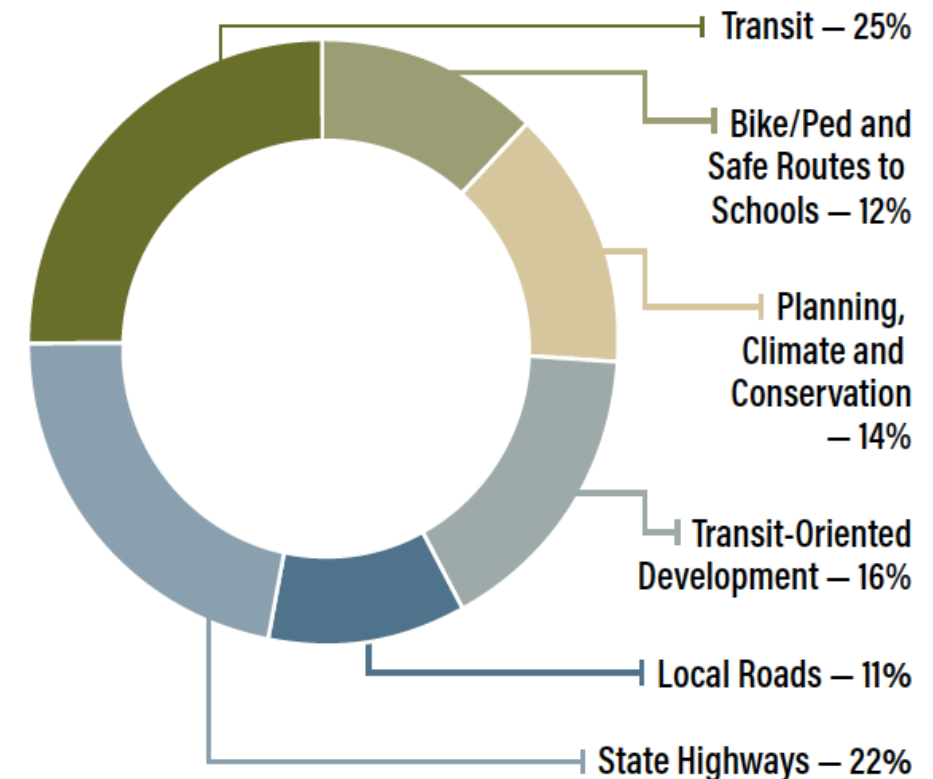


# CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ)

- \$2.5 billion national program in FY 2022 (inflation)
- California retains 20% share
- Complemented by new carbon reduction program (\$1.2 b annually) and congestion relief program (\$50 m annually)



## STBG and CMAQ in the Bay Area (2013–2017 programming by use)

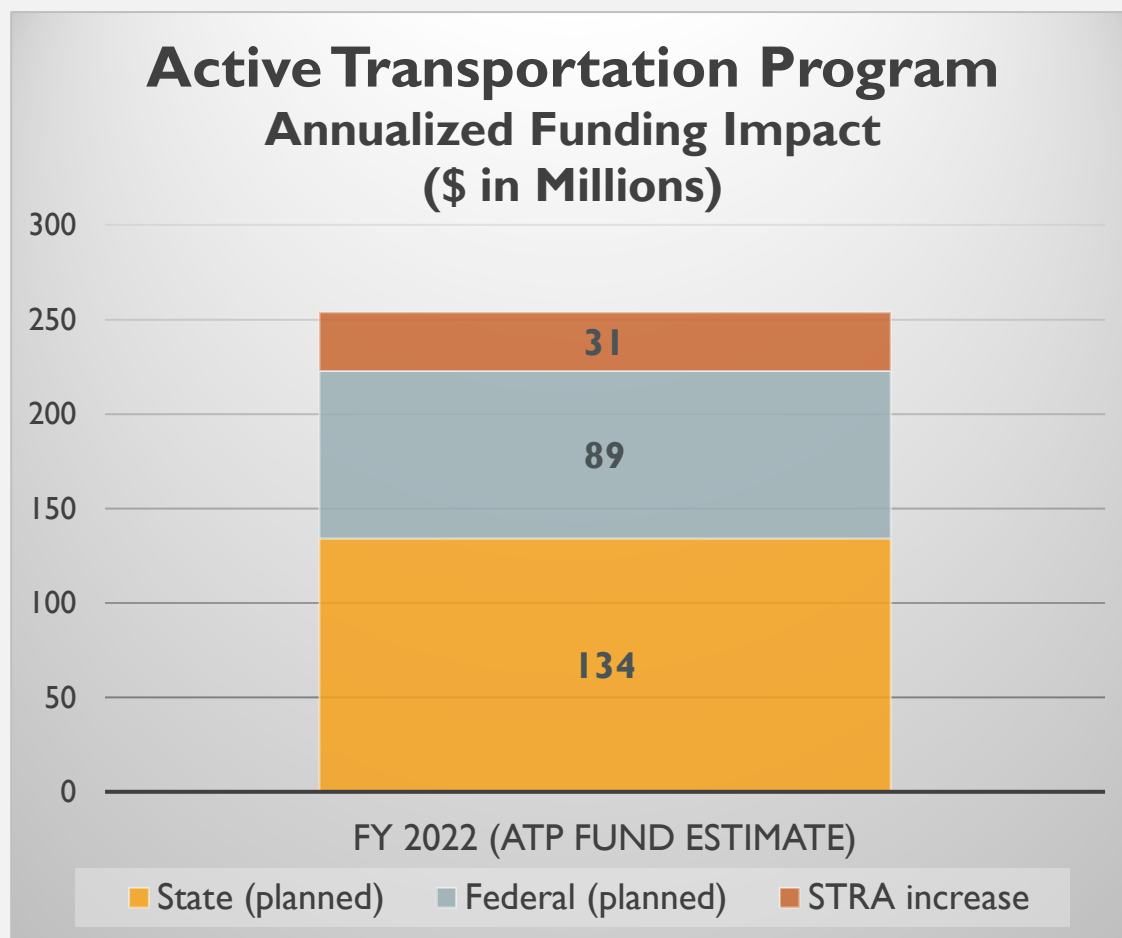


Sources: MTC analysis of FHWA fund estimates (left); MTC 2017 Report to Congress (OBAG Cycle I awards)



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION

# BIKE/PED & COMMUNITY CONNECTIONS



## Transportation Alternatives Program\*

- Grows by 63% in FY 2022 to \$1.4 billion; Regional share of TAP increases to 59%
- Policies to address low obligation rates

Safe Routes to School expanded to include high school

Reconnecting Communities Pilot: \$500 million over 5 years

\*As shown on chart, TAP helps fund California's ATP.



# SAFETY

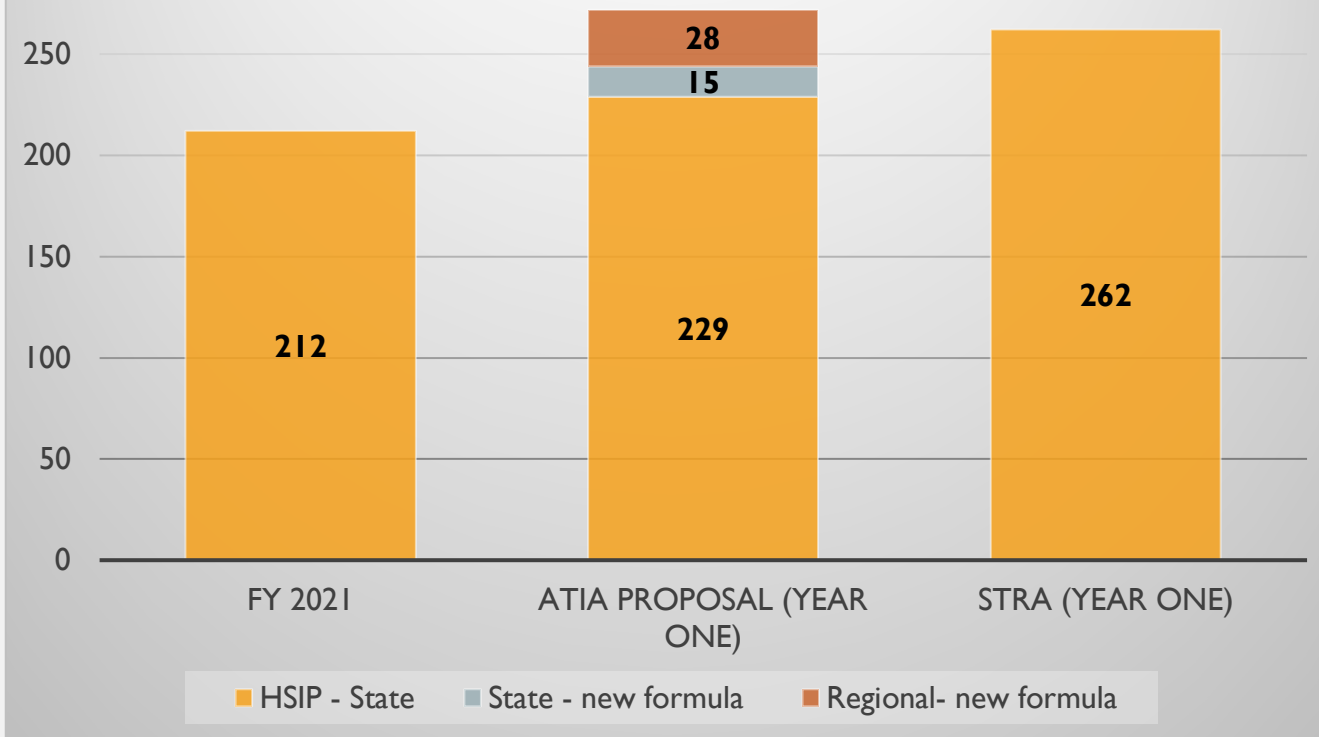
## Highway Safety Improvement Program

- \$3.2 billion national program in FY 2022; \$262 million for CA
- Shifts funding from ATIA-proposed bike/ped-focused safety program into HSIP (see chart)

## Rail-Highway Grade Crossing Set-Aside

- Remains at \$245 million annually

**CA State and Regional Safety Funding:  
FY 2020 vs. Year One of ATIA vs. STRA  
(\$ in Millions)**



Source: MTC analysis of FHWA fund estimates



# GOODS MOVEMENT

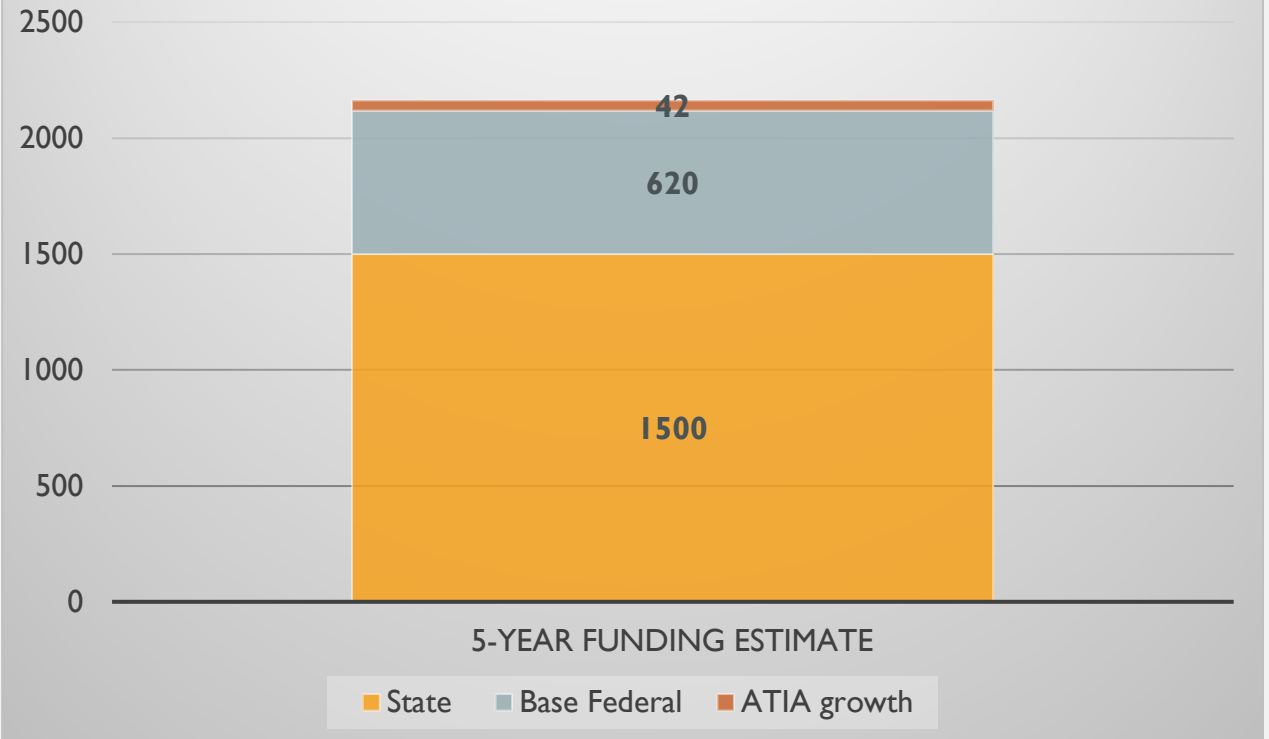
## National Highway Freight Program

- \$1.5 billion/year (average) vs. \$1.25 billion/year FAST Act (average)
- Reduction in FY 2022

## INFRA

- Funded at \$1.05 billion in FY 2021
- Enhanced multimodal eligibility

## Trade Corridor Enhancement Program Estimated Funding Impact (5 years) (\$ in millions)

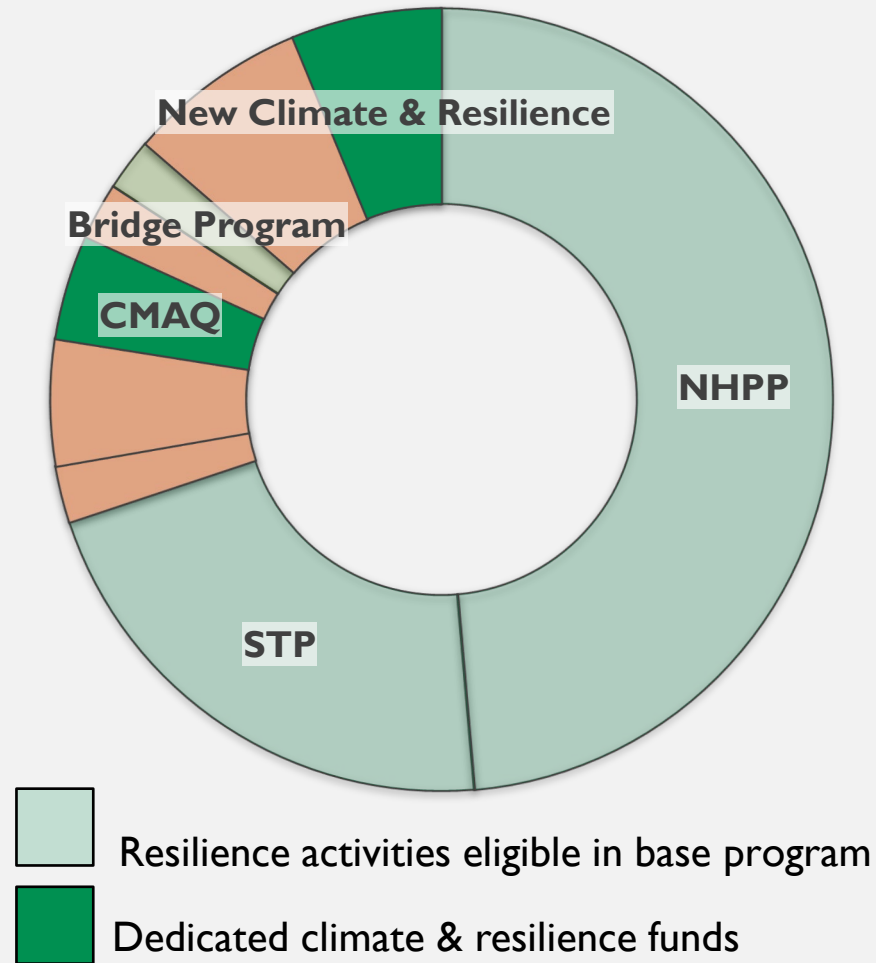


Source: MTC analysis of CTC and FHWA data: FAST provided approximately \$124 m in FY 2020



# CLIMATE CHANGE

STRA Funding for Climate & Resilience



| New Dedicated Climate & Resilience Funds                       | FY 2022 Funding (in millions)             |
|----------------------------------------------------------------|-------------------------------------------|
| Formula Programs                                               |                                           |
| PROTECT (100% to States)                                       | \$1,402 nationwide;<br>\$ 121 California  |
| Carbon Reduction (65% suballocated to regions)                 | \$1,234 nationwide;<br>\$. 107 California |
| Discretionary Programs                                         |                                           |
| PROTECT (competitive)                                          | \$250                                     |
| Charging and Fueling Infrastructure Grants                     | \$500                                     |
| Clean Ports                                                    | \$50                                      |
| Transportation Resilience and Adaptation Centers of Excellence | \$100                                     |

Source (both charts): MTC analysis of FHWA fund estimates



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION

## MTC PRIORITIES & STRA

### STRA Reflects Many of MTC's Priorities

- ✓ Long-term (5-year) bill
- ✓ Grows core transportation programs, including flexible highway programs (STP and CMAQ)
- ✓ Stronger federal leadership on climate and resiliency
- ✓ Large projects: New funding for nationally and regionally significant bridges; expanded multimodal eligibility for freight grants
- ✓ Tolling and planning – retains flexibility; planning funding increases

### Metro Funding: Progress but Room for Improvement

- ✓ Only a modest increase in resources directed to the Bay Area and other metropolitan areas





## RECOMMENDATIONS

- Increase funding for STP and CMAQ—the federal programs that come directly to MTC for programming—so that those programs grow at least as much as the NHPP program
- Increase funding for the new metro-focused carbon reduction and congestion reduction programs
- Increase suballocation of formula funding to large metro areas

# NEXT STEPS

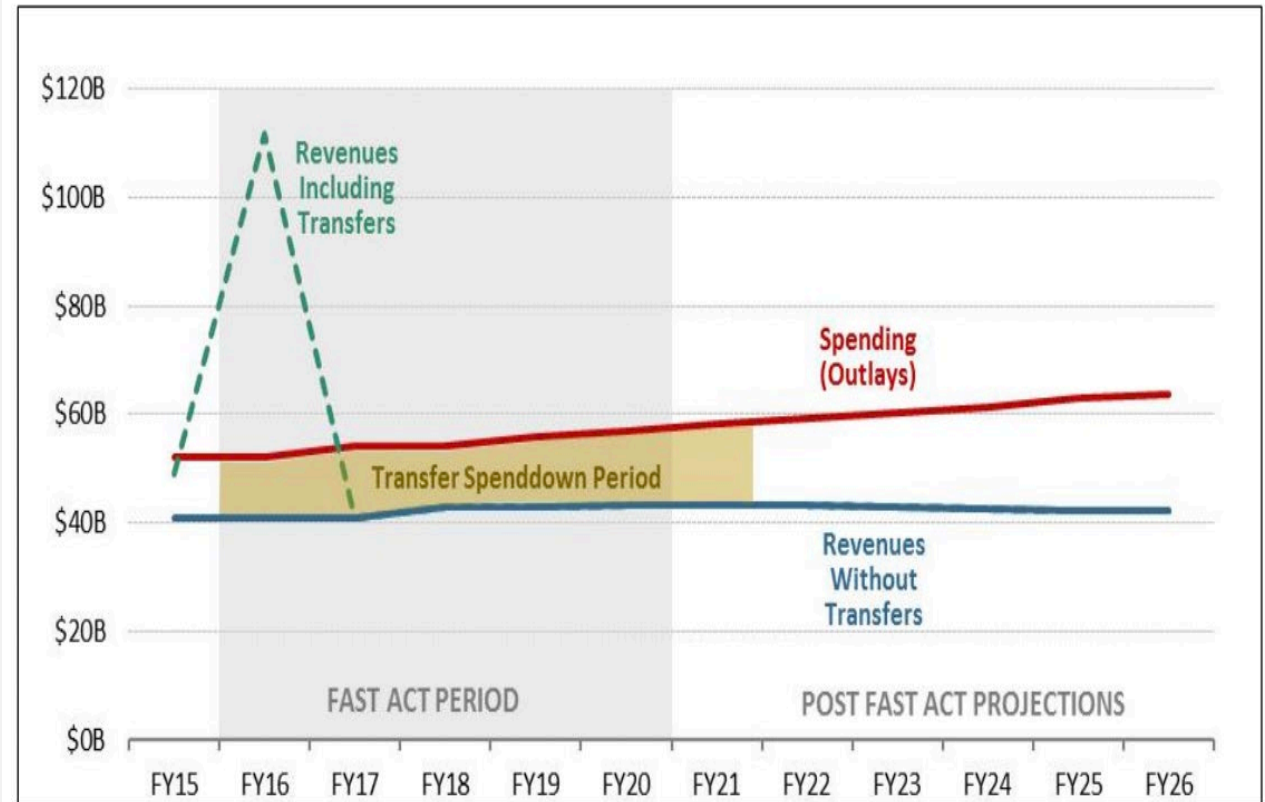
## FAST ACT REAUTHORIZATION

- Policy committees – Senate action expected May – July; House action in June
- Funding – Pay fors will be needed; Typically, last piece of the puzzle
- Deadline: Highway Trust Fund solvent thorough **summer 2022**

## INFRASTRUCTURE BILL

How these will impact each other is an open question

## Highway Trust Fund Revenue Gap



**Source:** CRS, based on CBO, *Highway Trust Fund Projections: March 6, 2020 HTF Baseline 2019-2030*. FY2016-FY2019 revenues and outlays are actual.







The House Committee on  
Transportation & Infrastructure

# INVEST IN AMERICA ACT

## Fact Sheet

**The INVEST in America Act is the House Committee on Transportation and Infrastructure's five-year, \$547 billion surface transportation reauthorization bill** that will create good-paying jobs to rebuild and re-imagine America's surface transportation infrastructure. This package helps meet the president's vision— as laid out in the American Jobs Plan—by investing in American workers and communities of all sizes, while tackling the climate crisis head-on.

### **Roads, Bridges, and Safety: \$343 billion**

- Delivers better roads and bridges faster by increasing investment by 54 percent, with an emphasis on fixing existing infrastructure.
- Dedicates \$32 billion for bridge funding to ensure bridges in communities of all sizes are safer, more reliable, and more resilient.
- Invests \$4 billion in electric vehicle charging infrastructure, helping the U.S. shift to the next generation of clean vehicles.
- Dedicates \$8.3 billion for activities targeted to reduce carbon pollution and provides \$6.2 billion for mitigation and resiliency improvements; also advances the development and utilization of green construction materials.
- Makes our roads safer with a significant boost to roadway safety programs, record levels of investment in walking and cycling infrastructure, complete streets planning and smarter road design, and safe routes to schools.
- Focuses transportation planning to promote mobility and facilitate access to jobs and other essential services; and reconnects communities that were divided by highways with a new \$3 billion program to correct planning mistakes of the past.
- Targets investments to areas of persistent poverty, rural communities, Tribes, and other continually disadvantaged areas.
- Helps elevate state and local priorities by funding Member Designated Projects.

### **Transit: \$109 billion**

- Makes record investments in transit to increase routes, reduce the transit maintenance backlog, and provide more frequent service, resulting in better options for riders, improved environmental outcomes, and increased access to jobs and essential destinations.
- Scales up investment in zero-emission transit vehicles, supporting fleet conversion to reduce local air pollution and related health impacts. These investments are paired with strong Buy America requirements and provisions for workforce training to ensure America can compete in the clean energy economy.

- Funds and incentivizes transit-oriented development to make transit more convenient to where people live and work and build sustainable, walkable communities.
- Increases funding for rural transit by more than 50 percent in the first year and sets aside \$50 million a year for rural persistent poverty communities. Creates a pilot to improve flexibility in paratransit trips, allowing for brief stops such as childcare pick-ups and drop-offs, and short trips to the grocery store, pharmacy, or bank.
- Creates a new reduced-fare pilot program to improve access for low-income riders. Doubles the set aside for urban areas formula dollars based on low-income population and deep poverty census tracts, and directs transit agencies to serve these populations.
- Streamlines the Capital Investment Grant program to improve project delivery, reduce red tape, and achieve cost savings for transit agencies.
- Creates new programs to address several pressing transit challenges—improving compliance with the Americans with Disabilities Act, and addressing transit deserts by providing expanded transit service to unserved and underserved communities.

### **Passenger and Freight Rail: \$95 billion**

- Triples funding for Amtrak to \$32 billion, allowing for enhanced service, ADA upgrades, and investments to renew and support service on the Northeast Corridor and long-distance and state-supported routes.
- Provides funding for corridor planning and development of high-speed rail projects, reducing traffic congestion and shortening travel times.
- Improves rail safety by addressing highway-rail grade crossings needs, requiring additional rail safety inspectors, addressing trespasser and suicide fatalities, and eliminating gaps in railroad safety.
- Creates a federal blocked crossing program to collect data and enforce a 10-minute blocked crossing limit.

# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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|                      |                                             |                      |   |                                      |  |
|----------------------|---------------------------------------------|----------------------|---|--------------------------------------|--|
| <b>File #:</b>       | 21-0848                                     | <b>Version:</b>      | 1 | <b>Name:</b>                         |  |
| <b>Type:</b>         | Report                                      | <b>Status:</b>       |   | Informational                        |  |
| <b>File created:</b> | 5/24/2021                                   | <b>In control:</b>   |   | Joint MTC ABAG Legislation Committee |  |
| <b>On agenda:</b>    | 6/11/2021                                   | <b>Final action:</b> |   |                                      |  |
| <b>Title:</b>        | Update on Federal Housing Advocacy Strategy |                      |   |                                      |  |

Update on federal housing advocacy strategy, including support for housing production proposal that could unlock near term financing for tens of thousands of affordable housing units in California.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4b Update on Federal Housing Advocacy Strategy.pdf](#)

| Date | Ver. | Action By | Action | Result |
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**Subject:**

Update on Federal Housing Advocacy Strategy

Update on federal housing advocacy strategy, including support for housing production proposal that could unlock near term financing for tens of thousands of affordable housing units in California.

**Presenter:**

Georgia Gann Dohrmann

**Recommended Action:**

Information

**Attachments:**

# Metropolitan Transportation Commission and Association of Bay Area Governments Joint MTC ABAG Legislation Committee

June 11, 2021

Agenda Item 4b

## Update on Federal Housing Advocacy Strategy

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- Subject:** Update on federal housing advocacy strategy, including support for housing production proposal that could unlock near term financing for tens of thousands of affordable housing units in California.
- Background:** Since 2016, ABAG and MTC have focused our federal housing advocacy on supporting the Low Income Housing Tax Credit Program (LIHTC) – which is California’s primary tool for financing affordable housing and preservation—and advocated for increased funding for those Department of Housing and Urban Development (HUD) programs that fund rental assistance and that provide cities and counties with resources to improve housing affordability and provide shelter and supportive services to our unhoused population. In addition, ABAG and MTC’s advocacy supports increasing the Bay Area’s share of flexible transportation program funding that, since 1997, MTC has leveraged to increase housing supply in transit-accessible areas. More recently, ABAG and MTC have expanded our advocacy to support a robust federal investment in resilience to protect our communities and critical infrastructure from climate threats.

Housing investment near the scale proposed in President Biden’s American Jobs Plan would be a once-in-a-generation investment that could transform the affordable housing landscape in the Bay Area, particularly if new investment is accompanied by a change to the LIHTC—described below—that would unlock financing for a long pipeline of affordable housing projects that are ready to go—thanks in large part to relatively new dedicated local and state housing funds—but are awaiting federal tax credit financing.

ABAG and MTC have joined with a number of our housing advocacy partners, including the California Housing Partnership and the Non-Profit Housing Association of Northern California (NPH), to engage our Bay Area congressional delegation and U.S. HUD to support the inclusion of this tax credit change in an infrastructure bill.

### ***LIHTC Provision to Unlock Affordable Housing Financing***

Our Bay Area housing partners estimate that a provision included in the bipartisan Affordable Housing Credit Improvement Act (S. 1136/H.R. 2573) to lower the bond test threshold for 4 percent LIHTCs from 50 percent to 25 percent could be transformational, enabling California to nearly double affordable housing production for the next two years. In California, LIHTCs are the single most important tool we have for building and preserving affordable housing. Federal LIHTCs come in two forms: 9 percent, which offer a deep subsidy but are capped, and 4 percent, which offer less of a subsidy but aren’t directly capped.

Since California has long been maxing out our 9 percent credit, the state’s strategy has been to make the 4 percent credit a better tool by 1) funding the state LIHTC program to augment the federal subsidy tied to 4 percent credits and 2) pulling together supplemental revenue sources, such as housing bond funding, that can be paired with a 4 percent credit to make a development project pencil. These efforts have been so effective that in recent years, California has been in the unusual position

of maxing out the affordable housing financing capacity of even the 4 percent federal credit, as described below.

Although there is no direct cap on the federal 4 percent LIHTC, federal tax-exempt private activity bond (PAB) caps end up placing a ceiling on the credits. To be eligible for a 4 percent credit, at least half of an affordable housing development's costs (land and building) must be funded from PABs. In previous years, this 50 percent threshold had not created a capacity issue, as PABs had been underutilized in California; in 2019 the state ended the year with \$1.2 billion in unused bond allocation. Today, the state's PABs are oversubscribed 3:1. This is largely a result of the influx in state and local affordable housing funding commitments and the resulting growth in the affordable housing project pipeline, which drives up the demand for bond allocations. The proposal to lower the bond-financed minimum threshold by half (from 50 percent to 25 percent), would thus *double* the 4 percent credit ceiling and thus nearly *double* the housing production financing capacity until the state's 4 percent credit affordable housing project pipeline—which was estimated in April 2021 at 20,000 units—has been built. After that, it is likely that California's housing production and preservation baseline could grow from the status quo, but it's unlikely that the state would max out the new artificial cap on an annual basis into perpetuity.

The Joint Committee on Taxation in 2020 estimated that the 18-month cost of this provision would be about \$7.6 billion. Given that resources are always limited, this would be a highly effective way to get more affordable housing on the ground.

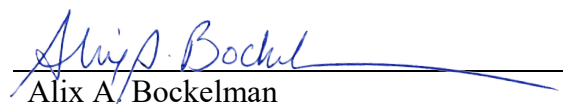
#### ***Other Housing Advocacy***

In addition, our housing advocacy strategy as it relates to an infrastructure bill includes continued support for HUD housing grant programs as well as continued advocacy for new climate adaptation funding to protect our housing stock and infrastructure from sea level rise and other hazards. In addition, we are exploring opportunities to secure federal funds to provide seed capital funding for the Bay Area Housing Finance Authority.

#### ***American Jobs Plan Tracks with MTC and ABAG Priorities; Housing Support is Uncertain***

It is encouraging that Biden Administration's American Jobs Plan framework, largely tracks with the priorities identified above; it proposes to grow the LIHTC program, provide a funding boost for HUD housing and rental assistance programs equivalent to more than four times HUD's annual budget, dedicate funding to resilience, and direct new resources to transportation, although detailed proposals have not yet been made public. That being said, increased federal support for housing is in no way certain. It is notable that the Republican counterproposal released on the May 27<sup>th</sup> excludes housing entirely from the infrastructure bill.

**Attachments:** None

  
Alix A. Bockelman

# Metropolitan Transportation Commission

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## Legislation Details (With Text)

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**File #:** 21-0787      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 5/7/2021      **In control:** Joint MTC ABAG Legislation Committee  
**On agenda:** 6/11/2021      **Final action:**  
**Title:** Washington D.C. Legislative Update

Report on key legislative, funding and political developments over the past month from Washington, D.C. prepared by the Summit Strategies team.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4c\\_MTC Report May Summit.pdf](#)

| Date | Ver. | Action By | Action | Result |
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**Subject:**

Washington D.C. Legislative Update

Report on key legislative, funding and political developments over the past month from Washington, D.C. prepared by the Summit Strategies team.

**Presenter:**

Georgia Gann Dohrmann

**Recommended Action:**

Information

**Attachments:**

**Metropolitan Transportation Commission and Association of Bay Area Governments**  
**Joint MTC ABAG Legislation Committee**

**June 11, 2021**

**Agenda Item 4c**

**Washington D.C. Legislative Update**

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**Subject:** May 2021 Report from Washington, D.C. advocate.

**Recommendation:** Information

**Attachments:** **Attachment A:** Summit Strategies Team Report – May 2021

  
Therese W. McMillan



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**Memorandum**

**From:** Summit Strategies Team  
**To:** Therese McMillan, Executive Director  
**Date:** June 8, 2021  
**Subject:** Federal Policy Monthly Report

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- **Overview**
  - **Senate Environment and Public Works Committee Marks Up Its Portion of FAST Act Reauthorization**
  - **House Transportation and Infrastructure Committee Sets June 9 Markup**
  - **White House Led Infrastructure Negotiations**
  - **Presidential Budget and Appropriations**
  - **Competitive Grant Update**
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Below is a status update on issues of interest to MTC, and actions we have taken.



## **Senate Environment and Public Works Committee Marks Up Its Portion of FAST Act Reauthorization**

Environmental and Public Works (EPW) Committee Chairman Tom Carper (D-DE) and Ranking Member Sen. Shelley Moore Capito (R-WV) introduced bipartisan legislation to provide new funding for surface transportation last Saturday. The Surface Transportation Reauthorization Act establishes a baseline funding of \$303.5 billion for programs to support highways, roads, and bridges. The newly introduced bill represents a 34 percent increase in highway spending from existing FAST Act levels.

The legislation includes the following provisions:

- \$500 million grant program to install electric vehicle charging stations
- \$1.4 billion for a new formula and competitive grant programs aimed at creating more climate-resilient infrastructure
- \$250 million aimed to reduce truck emissions at ports.
- \$500 million to establish a Transportation Resilience and Adaptation Center of Excellence to study resilient infrastructure
- \$500 million grant program for communities to study the impact of infrastructure that has disconnected traditionally underserved communities

The markup was quick, and Committee leadership only considered one independent amendment by Senator Ed Markey (D-MA) and Senator Dan Sullivan (R-AL) that would create a grant program to build safe and connected options for bicycles and walkers. The legislation advanced through the Committee with a 20-0 vote. The current surface transportation bill expires on September 30, and the legislation represents meaningful progress considering the current state of infrastructure negotiations. In the lead-up to the Senate markup your MTC team was in constant contact with the committee staff and Senators on the committee, working to ensure MTC's interests were heard. We met with Rebecca Higgins from the committee, as well as staff for Senators Padilla, Merkley and Duckworth advocating on behalf of MTC.

## **House Transportation and Infrastructure Committee Sets June 9 Markup**

Despite aiming to mark up its portion of surface transportation reauthorization legislation before the Memorial Day recess, the House Transportation and Infrastructure (T&I) Committee moved the markup until the week of June 7. The delay follows thousands of transportation earmark requests, cannibalizing staff time and delaying the drafting process. Like the base bill released by EPW and the 2019 Committee-backed ATIA, the coming proposal will likely mirror much of the House-passed [H.R. 2 Moving Forward Act](#), which the Committee advanced last June.

As in the Senate, your team has been in constant contact with the T&I committee staff advocating for MTC. The issues we have been lobbying on include increasing the suballocation of programmatic funds, and the Metro Mobility program. We have been talking with Congressman Huffman, Garamendi and DeSaulnier and preparing an amendment strategy for the upcoming markup if our provisions are not included in the base text. We have also been seeking out other allies to support our advocacy, such as other large metropolitan planning organizations and natural allies.

### **White House Led Infrastructure Negotiations**

Following a month of negotiations by the White House and Senate Republicans, President Biden and his counterparts made several counteroffers over the past few weeks. The President agreed to trim the proposal from \$2.25 trillion to \$1.7 trillion, and finally, to lower it by \$1 trillion. Senate Republicans released a series of counterproposals, including a plan of just under \$1 trillion that included reprogramming a substantial amount of existing COVID-relief funding. However, Republican resistance to accepting any tax increases and higher spending levels resulted in the functional collapse of negotiations. With White House-led negotiations sputtering, the fate of transformational infrastructure lies with surface transportation reauthorization efforts on the Hill. Additionally, the Problem Solvers Caucus continues to spearhead discussions.

### **Presidential Budget and Appropriations**

President Biden released his official fiscal year 2022 budget request on Friday, May 28, 2021. The long-delayed proposal included approximately \$6 trillion in total spending for the next fiscal year, advancing the pro-growth investment strategy adopted by the White House. Biden called for \$88 billion for the Department of Transportation, including:

- \$18.5 billion for the Federal Aviation Administration
- \$13.5 billion for Transit
  - \$2.5 billion for Capital Investment Grants
  - \$550 million for Transit Infrastructure Grants
- \$2.7 billion for Amtrak
- \$1 billion for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program

It remains to be seen how the Presidential budget and the appropriations process will interact with the ongoing surface transportation reauthorization moving through both chambers of Congress.

Both chambers held hearings to examine the Presidential budget earlier this week. House Appropriations Chair Rosa DeLauro (D-CT) announced her intention to mark up all 12 Subcommittee bills in June. However, given a packed legislative calendar, the appropriations process may slip later into the summer. Senate appropriators have moved through the earmark process more slowly and face a more challenging timeline than their counterparts in the House. Congressional Democrats, like the Biden administration, plan to prioritize increasing domestic investments.

## **Competitive Grants Update**

### **HUD Announces the Availability of Funding to Fight Housing Discrimination**

On Monday, May 3, the U.S. Department of Housing and Urban Development (HUD) announced the availability of more than \$20 million to fair housing organizations across the nation working to fight housing discrimination through the Fair Housing Initiatives Program (FHIP). The categories of grants include:

- **Education and Outreach Initiative (EOI) – \$7,223,649** - EOI grants help groups develop and implement tester training and education and outreach programs.
- **Fair Housing Organizations Initiative (FHOI) – \$2,250,000** - FHOI grants provide funds to non-profit fair housing organizations to build their capacity and effectiveness to conduct enforcement related activities.
- **Private Enforcement Initiative (PEI) – \$10,755,507** - PEI grants help non-profit fair housing enforcement organizations carry out investigations and other enforcement activities to prevent or eliminate discriminatory housing practices.

Applicants can apply for funding or obtain a copy of the specific Notice of Funding Opportunity, forms, instructions, and other application materials at [www.Grants.gov](http://www.Grants.gov).

### **HUD Awards Funding to Mitigate Lead Contamination in Public Housing**

On Tuesday, May 11, HUD announced the award of more than \$51 million to 25 Public Housing Agencies (PHAs) in 19 states. Funds support efforts to identify and reduce lead-based paint hazards in thousands of older public housing units and are provided through the Public Housing Capital Fund. A full list of awarded projects can be found [here](#).

### **DOT Extends Federal Mask Mandate on Transportation**

On Friday, May 14, The Centers for Disease Control and Prevention (CDC), Transportation Security Administration (TSA), and the U.S. Department of Transportation (DOT) announced the continuation of mask mandates on public transportation.

### **HUD Awards \$36 Million to Support Public Housing and Resident Economic Stability**

On Tuesday, April 6, HUD announced the award of \$36.9 million to Public Housing Authorities (PHAs), public housing resident associations, Native American tribes, and non-profit organizations through the Resident Opportunity and Self-Sufficiency (ROSS) program. ROSS Service Coordinators, hired with grant funds, remove barriers so that residents can improve their economic mobility, health outcomes, and overall quality of life. A full list of awarded projects can be found [here](#).

### **HUD Announces the Allocation of \$5 billion to House People Experiencing Homelessness**

On Monday, May 17, HUD announced the allocation of \$5 billion in American Rescue Plan funds for emergency housing vouchers for individuals and families who are experiencing homelessness or at risk of homelessness. The supplemental funding is allocated through the Emergency Housing Voucher (EHV) program. Through EHV, HUD is providing 70,000 housing choice vouchers to local public housing authorities (PHAs) across the country to help Americans find and remain in housing. A full list of initial allocations can be found [here](#).

### **DOT Announces Construction Hiring and Workforce Development Pilot Programs**

On Wednesday, May 19, DOT announced expanded construction hiring and workforce development pilot programs through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Both FHWA's and FTA's local hire initiatives will improve participation in existing training and apprenticeship programs, such as [FHWA's On-the-Job Training \(OJT\) programs](#) and FTA's innovative public transportation [Workforce Development Program](#). The organization selected to run the center will help transit agencies implement best practices to hire new employees to support advanced technology initiatives, including electric buses and high-speed rail. More information on the programs can be found [here](#) and [here](#).

### **HUD Reaches an Agreement with California Housing Providers**

On Friday, May 21, HUD announced that it reached a Conciliation/Voluntary Compliance Agreement with Cascade Village Apartments II, LP, in Sacramento, CA, its management company, FPI Management, Inc., (FPI), and FPI's portfolio manager resolving allegations that they violated the Fair Housing Act and Title VI of the Civil Rights Act of 1964.

### **DOT Issues Guidance for Transit-Oriented Development Projects Seeking Loans Through the Build America Bureau**

On Friday, May 21, DOT issued new guidance that clarifies the eligibility of transit-oriented development (TOD) projects for specific Department resources. The USDOT's Build America Bureau (Bureau) developed this guidance for public and private entities seeking loans for transit-oriented development projects through the Transportation Infrastructure Finance & Innovation Act (TIFIA) and Railroad Rehabilitation & Improvement Financing (RRIF) programs. The guidance can be found [here](#).

### **HUD Announces the Availability of Funding to Alleviate Youth Homelessness**

On Monday, May 24, the U.S. Department of Housing and Urban Development (HUD) announced the availability of competitive funding available to build systems intended to end youth homelessness in local and rural communities through [HUD's Youth Homelessness Demonstration Program \(YHDP\)](#). Funding is available to up to 50 communities for the implementation of youth-specific innovative programs to address the needs of youth experiencing or at risk of homelessness. Read [HUD's Notice of Opportunity](#).

### National Transportation News Roundup

- Is mass transit on the eve of an \$85 billion renaissance?  
<https://www.fastcompany.com/90639382/is-mass-transit-on-the-eve-of-an-85-billion-renaissance>
- Infrastructure plan calls for fixing the nation's existing roads. Some states are still focused on expansion.  
<https://www.washingtonpost.com/transportation/2021/05/23/highway-funding-infrastructure/>
- House Democrats Looking At How To Alter Tax Code To Fund Biden's Infrastructure Plan.  
<https://www.npr.org/2021/05/20/998709211/house-democrats-looking-at-how-to-alter-tax-code-to-fund-bidens-infrastructure-p>
- Commuter Rail Reform Faces High Labor, Infrastructure Costs.  
<https://www.governing.com/community/commuter-rail-reform-faces-high-labor-infrastructure-costs>
- 'Time to move on': Infrastructure talks near collapse.  
<https://www.politico.com/news/2021/05/24/infrastructure-talks-near-collapse-490637>
- New Senate highway bill may be part of something bigger.  
[https://www.rollcall.com/2021/05/24/new-senate-highway-bill-may-be-part-of-something-bigger/?utm\\_source=morningheadlines&utm\\_medium=email&utm\\_campaign=newsletters&utm\\_content=05/25/2021](https://www.rollcall.com/2021/05/24/new-senate-highway-bill-may-be-part-of-something-bigger/?utm_source=morningheadlines&utm_medium=email&utm_campaign=newsletters&utm_content=05/25/2021)
- Biden nominates Homendy to chair NTSB.  
<https://www.progressiverailroading.com/people/news/Biden-nominates-Homendy-to-chair-NTSB--63571>
- Sidewalks, bike lanes and trails are essential transportation infrastructure.  
<https://thehill.com/blogs/congress-blog/politics/555087-sidewalks-bike-lanes-and-trails-are-essential-transportation>